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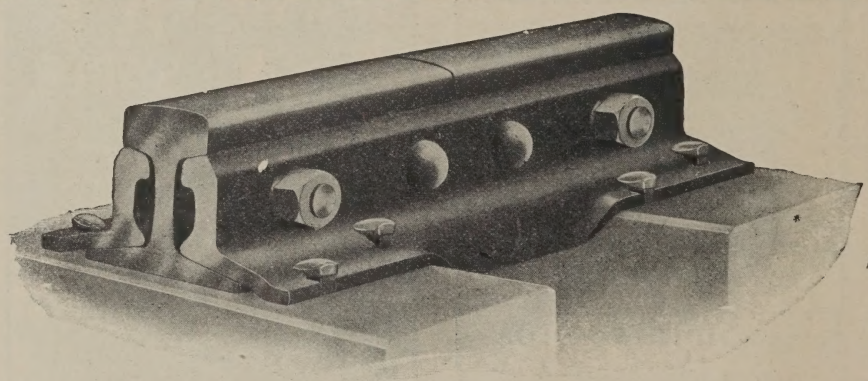

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Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

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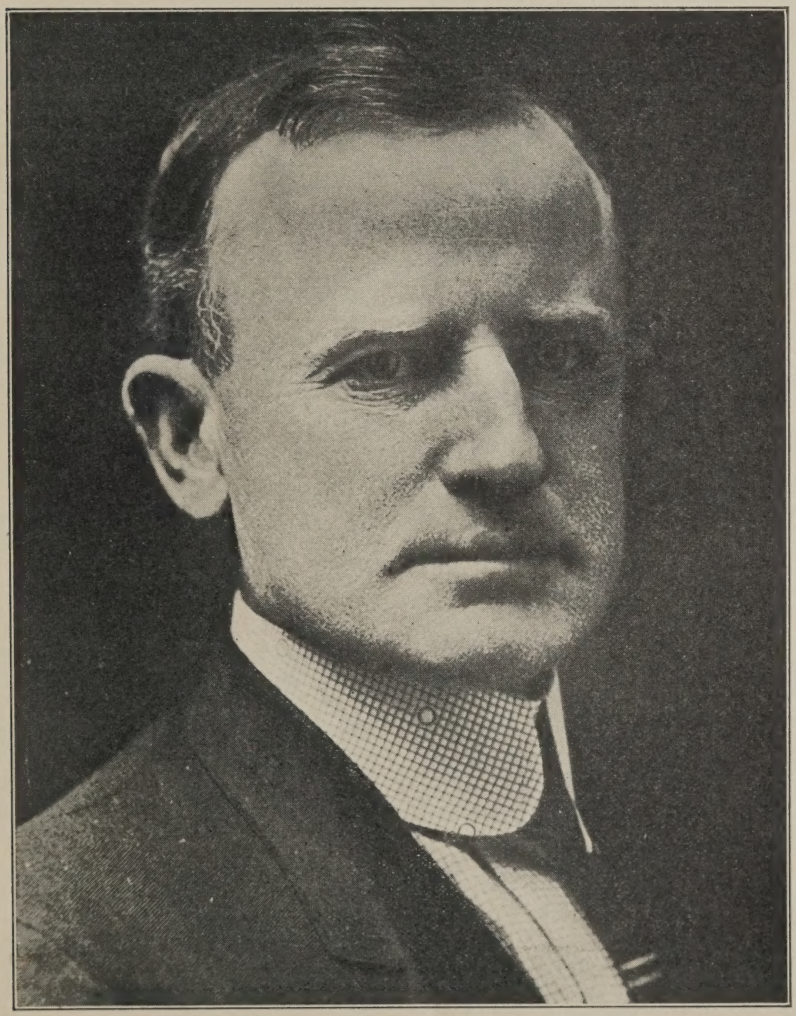


PATRICK O'NEIL.

PATRICK O'NEIL.

This biographical sketch tells the brief story of one of the Erie Railroad's real "Live Wires."

He is a man that is particularly well known, and most sincerely respected on the Lines West. His name is Patrick O'Neil, and he holds down securely, the position of Assistant Superintendent of the Cincinnati Division.

It may be truly said, as referring to Superintendent Allen and Assistant Superintendent O'Neil, that they are the "Big and Little of It," because, physically speaking, there is a wide difference in height and weight, the advantage being on Mr. Allen's side. This is one great team of experienced railroad men, and they run the Cincinnati Division with wonderful precision.

A prominent man on the Division, who signs letters, has this to say of Mr. O'Neil: "You are quite right in your conclusion that Mr. O'Neil is a live wire. He is a remarkable little man in that respect. I cannot recall in my acquaintance with railroad men, his equal. He has no thought of anything, other than absolute loyalty to the Company, and its interests, performing every duty with that motive in mind."

An instance of his desire to serve the Erie well, occurred one day last winter. He was hit by a sled while passing at the bottom of a hill in Kent, Ohio. His injuries were painful, though not serious. As they were very busy at that time making improvements, Mr. O'Neil paid but little attention to his injuries, and was back at work the next morning, much to the surprise of the men.

The popularity of Mr. O'Neil with the boys on the Cincinnati Division, is well merited. He is a hale fellow well met, and square and impartial with all employes. And he is always ready to do a kindness for anyone deserving it.

Mr. O'Neil entered the service of the Erie Railroad, as telegraph operator at Mansfield, O., in September, 1882; appointed train dispatcher in 1887; promoted to chief train dispatcher in 1900, promoted to train master in December, 1902; promoted to assistant superintendent in September, 1907, which position he is filling so acceptably at this time.

J. D. BROWN'S EASTER ZINNIA.

Somebody is always sending something to our esteemed friend J. D. Brown, Assistant General Passenger agent at Cleveland. When there is nothing else to send, then they send greetings, and they are just as acceptable as though it were a gold ring set with a solitaire.

Many people marvel at the amount of mail that enters the J. D. Brown sanctum, but they are not wise to the great number of friends he has on his alphabetical list. He knows people within the bounds of civilization, and he knows others that wield the lariat on the great uncultivated plains, and its all a great stock in trade, for, like Koko, the Lord High Executioner in the Gilbert & Sullivan Opera Mikado, he has them "on his list."

Coming on the gay Easter season, H. E. Reed, a freight conductor on the Lines West, thought he would send J. D. B. something, so he secured a fine specimen of the Zinnia and forwarded it to Cleveland, where Mr. Brown soon become possessed of it, and quickly wrote a long letter of thanks and appreciation. In his letter Mr. Brown included this little classic, "Friendship lives in a land where the rainbow never fades," and that pretty, poetic touch, in itself, was sufficient to justify the long letter.

Well, the Zinnia, blooming in a spacious pot, was taken home, and on the evening of Easter Sunday, Mr. Brown sat in silence and admired it over and over again, and thought many times how good conductor Reed was to remember him with one of God's most beatiful gifts.

The sending of the Zinnia, may have been a small matter, but it contained a gentle touch of nature—the remembrance of a friend by another—and it was that sentiment that caught J. D. Brown just right.

A GLIMPSE OF DR. JOHNSON

(From Boswell's Life of Johnson.)

"In one of Dr. Johnson's manuscript diaries there is the following entry, which markes his curious minute attention: 'July 26, 1768—I shaved my nail by accident in whetting the knife about an eighth of an inch from the bottom and about a fourth from the top. This I measure that I may know the growth of nails.' And 'Aug. 15, 1783, I cut from the vine forty-one leaves which weighed five ounces and a half and eight scruples. I lay them upon my bookcase to see what weight they will lose by drying."

FREIGHT CLAIMS AND THEIR PREVENTION.

Address delivered before the Railroad Men's Improvement Society New York, February 8th, 1912.

By H. C. Barlow, Freight Claim Adjuster, Erie Railroad.

(Continued from April.)

THE Erie Railroad has organized in its Claim Department a new bureau called the "Discipline Department." Every claim paid is followed up with a view to locating and placing the responsibility on the individual, and you would be surprised to know the results that a system of this kind will, and cannot help but accomplish. We have gone so far in the handling of our work as to discipline men for errors committed the second or third time by taking them out of the service; and I hold that when you have a man in your employ, after you have given him a fair trial, and he still commits errors that his attention has been called to, the sooner you dispense with his services the better for the man himself as well as for the company he serves. That's what we are after, and is what we are going to continue to do.

The question of claims, their cause, adjustment and prevention is one of very great importance which cannot summarily be disposed of in a few sentences. It is a most perplexing problem, and on its satisfactory solution depends the final disposition of a not negligible percentage of the gross earnings of every important railroad in the country.

At a time like the present when the brightest minds are devoted to the world-wide question of the excessive cost of living, and commissions with high sounding names, royal and republican, are being appointed to consider the question from every angle; when economy and efficiency are more than ever before absolutely necessary to the successful operation of a great business undertaking, and when talent in combining those qualities commands a premium, any attempt to lighten the burden under which the railroads, in common with other great undertakings, are staggering, that holds out even a promise of success, should be welcomed. If my remarks this evening tend, even in the smallest degree, to assist in making the difficulties of the problem easier, I shall consider myself amply recompensed.

To begin at the beginning: Claims of the character we wish to consider are of two classes—Loss and Damage—and for convenience we will first consider claims for loss. These claims are largely due to mistakes in loading which may readily be reduced to a minimum by a careful loading of freight at various transfer stations, and a close observance of the loading system known as the "Return Ballot." Even with this system which is almost a perfect check on proper loading, errors do creep in, which proves conclusively that employes at these points are either very illiterate or have no personal interest in the Company's business. In either case, the errors made in the handling of freight are demoralizing, to say the least. With added certainty in loading we can more readily detect and locate losses from pilferage. While this particular class of claims may, and sometimes does, form a considerable portion of the total, the claims may pass for losses of other character unless care is taken to detect them. Our police department has done excellent work in this connection, and I believe I am safe in saying that we are freer from pilferage than most of the carriers. A simple method of detection may be found to be the keeping of a memorandom record of claims possibly resulting from this cause showing date and point at which shortage developed. This record would be of assistance in localizing the trouble, and once this was done the application of an effectual remedy should not be difficult.

The proper marking of freight received for transportation is one of the most important subjects before the carriers today, and if the recommendations of the freight claim agents are faithfully adhered to, there is no question but that claims will be largely decreased.

I give you below a resolution that was passed by the New York Claim Conference (of which I am a member) addressed to the Trunk Line Committee, bearing on this subject:

"The experience of the members of the New York Claim Conference demonstrates that a large percentage of claims for loss of and delay to less than carload shipments arises from

the insufficient marking of packages by shippers, and some decided steps should be taken to effect a remedy. We therefore consider the time opportune to submit to the Trunk Line Freight Committee the following resolution with the recommendation that its provisions be made effective at as early a date as possible.

"RESOLVED, That all carriers insist that packages containing merchandise from one shipper in less carload quantities must be plainly marked with a brush, stencil or tag, showing full name of consignee and destination, and that old marks or tags must be removed from packages before they are accepted by the carriers for shipment."

I appreciate the fact that many shipments are made in second-hand packages and that receiving clerks at various stations are very lax in receipting for goods. I am firmly of the opinion that nine receiving clerks out of ten, would accept a package irrespective of whether it contained one or twent-five different markings. When a shipment of this character is once received and separated from the way-bill, we all know the result.

I may also mention cotton shipments as susceptible of improvement. The old method of marking cotton shipments is obsolete and unsafe for the proper carriage of such shipments. I fully realize the importance of some definite action on the part of carriers and compress companies alike which will require the marking of cotton in such a manner as to insure its carriage to proper destination and delivery to consignees. Under present conditions carriers as well as shippers and consignees are subject to great loss, expense and annoyance because of indefinite, unintelligible and indistinct marks, and, inasmuch as several practical devices have been invented which will accomplish the object desired, it was urged upon all interested in this traffic to take immediate and definite action leading to this end. It was believed that if the carriers would agree not to receive from each other cotton which did not bear distinct and indestructible marks which would carry it to destination, the trouble experienced at the present time would be largely cured, and this proposition was recommended to the freight traffic officials and associations in general.

Personally I have endeavored to bring these matters before the proper officials in connection with all irregularities pertaining to loss and damage work, with a view to having improvement effected, but if the recommendations are to receive no attention, my efforts are futile.

In addition to the above, there is no loss and damage claim paid by my department without the attention of the transportation department being called to same, setting forth the reason why settlements have been made, and in important cases I have been very particular to write a letter giving full synopsis or a history of the case.

There is another feature that should not be overlooked and that is, better transportation to the business handled by the carriers. Carriers have been obliged, in the last few years, on account of the Federal Laws, to pay a large number of claims on live stock that could have been avoided had the requirements of the Federal statute been fully complied with. This will also apply to various classes of perishable freight that is unreasonably delayed on the line, and there is no possible means whereby carriers can escape liability. I mention this fact to convince you, if such be necessary, that the better the service the fewer the claims. This class of claims is very heavy and very difficult to handle satisfactorily.

The general pratice of agents in permitting consignees or their agents to sign for their own goods before they get or even see them, and permitting them to enter freight houses and take out their own freight, causes many claims that otherwise could be avoided. Agents are not any too particular as to how freight is piled in their warehouses. In other words, a tub of butter is just as likely as not to be thrown on top of a box of glass or other fragile property; and the consignee in helping himself is not any too particular in getting out his own box of freight and is apt to pile other freight on goods liable to become damaged. It seems to me that freight entrusted to our care should be under our personal supervision until a proper receipt to protect the company is received.

DAMAGE CLAIMS.—The origin of many claims of this character is traceable to carelessness in the handling by truckmen or improper stowing of cars, and to the use of defective or unsuitable equipment and failure to recooper broken or leaky packages. The remedy lies, for the most part, in a personal superintendence by the agent or foreman, and he should

undertake to keep employes alive at all times to the responsibility existing for the care and custody of the property.

The handling of cars in yards by what is known as the "Poling System" unquestionably damages considerable freight, as the cars are run together with such force that ordinary package freight cannot withstand the jar. This also applies to the use of air-brakes in movements over the line. When brakes are suddenly applied, freight even more than ordinarily well stowed must suffer the consequences.

Another suggestion, which is opportune, has to do with the loading and stowing of freight at various terminals and transfers. Transportation requirements are that cars must be loaded to the standard weight, and in doing so freight is loaded irrespective of character, which is one of the reasons why damages are so heavy. Iron is not infrequently loaded on top of furniture, dressed meat is put in the same cars with oils to become impregnated with their odors, while acids, paints, etc., are loaded on top of dry goods and other fabrics shipped in bales covered with burlap, and a sudden jar of the train tips something over and freight is thereby damaged.

The loading of freight in station order for distribution by way-freight crews is important, that way-freight crews can readily unload when stopping at a station platform. It is not an uncommon practice for way-freight crews to carry freight by daily and return it on the next trip in a more or less dilapidated condition.

The practice of agents in not furnishing all way-bills at time cars are forwarded from their stations causes freight to go astray, and accounts for many "free astray" way-bills that are being made daily.

Also, the practice of permitting consignees to unload their own freight direct from cars where a car contains various consignments is unbusiness-like and dangerous. It is invariably the practice for agents at the smaller stations to make deliveries in this way.

Special attention should be given to cases where damage appears to result from lack of protection in wrapping or crating, and in such cases the aid of shippers should be invoked for remedy.

Loss and damage claims represent an actual loss of revenue to the carriers and the "ounce of prevention" doctrine is efficacious here, if at all, and of more importance than in respect of any other class of claims. From their nature, it is more difficult than in any other class of claims and frequently impossible to satisfactorily locate responsibility, and preventive measures, to be effective, require system.

While dealing with this subject, I desire to say that the claim departments of this country have progressed most wonderfully in the past fifteen years, in connection with the handling of loss and damage claims received by them, but I have so far failed to learn where any similar progress has been made by transportation departments in preventing claims, as the records will show that in the last fifteen years loss and damage claims have increased about 700%.

Anything like an intelligent and comprehensive view of loss and damage claims should, of course, cover the cause of claims and the methods employed for their prevention. The plan in force by my Company for locating the cause of claims and preventing similar claims is as follows: When investigation of a claim develops that it was through negligence of any of our employes, a separate report is sent to our Transportation Department with a view to the application of proper discipline. In all cases of this kind, record is kept against the employe and if negligence is continued his services are dispensed with.

We employ three inspectors, as follows: One located in New York City, one at Marion, O., and one at Warren, O. It is the duty of these inspectors to instruct our men as to the proper loading, stowing and unloading of freight, to ride on way-freight trains for the purpose of observing whether or not instructions are being followed, and to keep a sharp lookout for irregularities generally, and all infractions of the rules. These inspectors have an important duty to perform, and, if painstaking and efficient, can render valuable aid to the Claim Department in the prevention of claims. In fact, if we had half a dozen such men on the road, it would be much better for the department.

In regard to the method of instructing employes how freight should be receipted for, billed, loaded, delivered, etc., I will say that all our employes are fully instructed as to these matters. We have a complete set of instructions issued by the Claim Depart-

ment to all agents, which bear on nearly all questions in regard to claims, and if faithfully followed would result beneficially to the company. The trouble is, however, that there are so many changes occurring at stations that instructions, as a rule, are not complied with. We keep after our agents, however, with a view to having instructions lived up to as closely as possible. The method of keeping track of errors, mistakes or negligence of agents, trainmen or other employes, is as I have just outlined, and it should be sufficient to enable you to form a reasonably correct estimate of the value of the work.

But to elaborate on the question a little further, I will say that our system is what we call a "Record System." We bulletin errors of trainmen and employes, and after three marks are made or three bulletins issued against an employe, his name ought to be "Dennis." The Transportation Department make these bulletins after report is made by the Claim Department when we can absolutely pin a man down to an error.

(To be Continued in June.)

A RETIRED VETERAN.

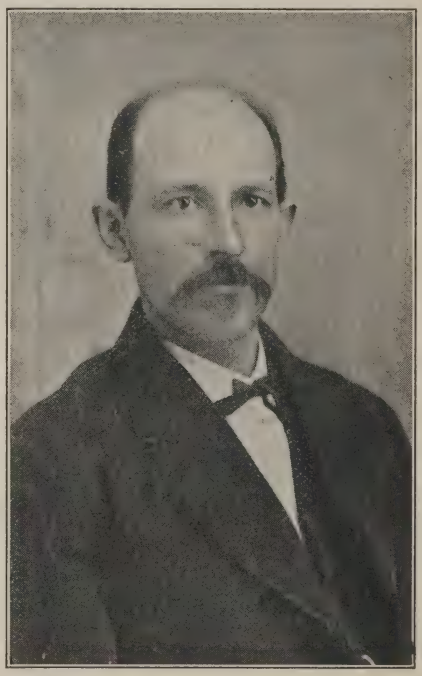
In the recent voluntary retirement of John R. Wallace, station agent at Markhams, on the Buffalo & Southwestern Division, the Erie Railroad not only lost a veteran, but as faithful a man, as it ever employed.

Mr. Wallace was born in 1842 at New Albion, Cattaraugus County, N. Y. His early years were spent on a farm, and he attended the district school. He taught winters, and was thereby enabled to continue his studies at Chamberlain Institute. Mr. Wallace was one of the successful educators of his day, and completed his pedagogical career at West Salamanca, N. Y., at a salary of $600 per year.

In the fall of 1874, while the Buffalo & Jamestown R. R. was being constructed westward, he moved to Markhams. The railroad was opened in sections of 5 miles, and had been completed as far as Markhams in 1875. Having learned telegraphy, Mr. Wallace became agent on July 1st, 1875, but it was not until October 17th, 1875, that the first passenger train was ran over the track to Jamestown, N. Y., said train having been run by J. M. Richmond, conductor, and Eugene Haynes, engineer.

During the same year Mr. Wallace established a general store. At that time thousands of ties were cut from the adjoining swamps for the railroad, and were paid for through an interchange of goods at his store.

In 1875 he also became the first post-master at Markhams, which position he held for 23 years. He is the owner of a large farm at Markhams and for years has operated it, the art of the successful farmer, having been acquired by him through the greatest, persistency. He has this farm working on a paying basis.



JOHN R. WALLACE.

At the age of 69 Mr. Wallace finds himself retired from railroad life, and enjoying farm life for all that's in it. He looks back on the 36 years of continuous service on the B. & S. W. with great pride and satisfaction. During this long term the Company never furnished a man to take his place, nor did he ever ask to be relieved.

The best wishes of the Buffalo, and Buffalo & Southwestern Division employes, go with Mr. Wallace in his retirement from railroad life.

Most of us can find fault without the aid of a search warrant.

ERIE'S INTERESTS IN NEW ENGLAND TRAFFIC.

(By J. Karcher, Jr., General Agent.)

Boston, Mass.

YOU think continually of New York City, and, undoubtedly, of the great city of Chicago, as well, but honestly, now, how many of you west of the Hudson River, have ever given serious, sober thought to Boston and New England, and their vast interests?

How many of you have really appreciated, that over one-half of all textile goods manufactured in the United States, is produced in New England, and that, notwithstanding the wonderful progress made in other sections, Massachusetts has a larger number of cotton spindles today, than the entire South?

Manchester, N. H., contains the largest cotton manufacturing concern in the world.

Are you aware that, in spite of the wonderful development of the industry in other sections of the country, New England manufactures over one-half of the shoes produced in the United States?

Nine-tenths of the textile machinery made in the United States, is manufactured in New England.

The Naugatuck Valley in Connecticut, is replete with manufacturers of copper, brass, and machinery. Connecticut is the centre of the manufacture of builders' hardware.

The little town of Athol, Mass., manufactures over 75% of all the fine mechanics' tools made in the world.

Westfield, Mass., manufactures over 90% of all the whips produced in the United States.

The production of paper in the New England States, is still one of the important industries. Fully one-half of all fine writing paper, is made in New England.

The woolen goods manufactured in New England represent at least, 55% of the total production of the United States.

New England granite is known all over the United States.

It would, indeed, be possible to continue almost indefinitely, the presentation of reliable statistics covering a multitude of subjects and commodities, all equally interesting and as vitally important as those quoted, but it is not the purpose of this article to dwell too minutely on the manufactures of New England, and these facts are given as a refutation of the frequent and popular topic of misinformed critics, namely—"The decadence of New England."

It is true, New England capital, for years neglecting the more vital interests and conditions of its own section, sought the growing and promising western field. Western railroads were built, western cities developed, and the vast agricultural sections of the West improved, through the assistance of this capital, and the best brains and blood of New England.

Latterly, however, and fortunately not too late, the New England business man has awakened to his home conditions and opportunities, and after the manner of his western brother, is fast becoming a veritable "boomer," and it will, indeed, be strange if, in the very near future, the New Englander, with his broadened vision, his rejuvenated chambers of commerce and boards of trade, shall not have enlarged his sphere of influence, and given an international significance to his newly adopted slogan.

Possibly, up to this point, this article may appear to be intended merely as an essay on New England. This, however, is not the idea it is desired to convey. In directing your thoughts toward New England there have been several ulterior motives in mind.

It has been the popularly accepted idea, that the inhabitant of interior New England still wears an elongated hirsute appendage, well filled with hayseed and that every Boston man eats beans, wears eye-glasses, and always carries a copy of Browning in his inside pocket. Well, so be it.

Are you aware, that *there are about twenty* people in this territory marching under the good old flag, every one of them with the Erie trade mark as indelibly impressed upon him, as it is upon those of you who spend every day of your lives along the line of the Grand Old Road?

Do you realize what the Erie is trying to accomplish in New England? *We are alone over here* struggling against tremendous odds to make good. There are no laggards in our organization, but we need your help, and not only your help, but your aggressive support.

We are learning more and more every day about the traffic originating in your territory which reaches New

England markets, and are devoting a constantly increasing share of our time to it. Our solicitation can not always be successful, but in the aggregate, has proven so to a reasonable degree, as indicated by the results obtained.

As an offset to the additional time we are devoting to your interests, are you alloting an increased proportion of your time to ours? The traffic from New England to your markets, is extremely valuable. Are you using your best efforts to assist us in increasing it?

Every dollar of additional westbound revenue, decreases the operating expenses. It reduces the empty car mileage.

Let it be impressed upon you, therefore, that every time you pass by a receiver, because he is a "little fellow," you are making it just so much harder for us. Remember that "many a mickle makes a muckle."

The immense boot and shoe traffic of New England, is forwarded in thousands upon thousands of small shipments. An individual shipment of shoes into your city might represent extremely small tonnage and revenue, but bear in mind it forms an important part of the five to six million cases of shoes manufactured in New England annually. This class of manufactured goods moves in small quantities, and merchandise traffic is necessarily composed of innumerable less carload shipments, which, however, aggregate many car loads daily, and one determined effort, at least, should be made to secure the business of every receiver, however small. Every routing order you file with the boot and shoe manufacturers, advertises the Erie Railroad, and may prompt voluntary consignments of unrouted business.

Prompt and reliable information is what we always need, and what we always hope to give. The thousands of small shippers in this territory, require just as reliable information, and need it just as promptly, as the large bulk shipper of the West. Many a valuable patron has been secured through careful attention to his interests on the part of the railroad solicitor, and many a dollar of revenue has been lost to the Company, through the mistaken idea that tomorrow will do just as well as today, in the giving of information, or the following up of a shipment.

We, here, are always scheming and striving to keep the Erie in the front rank, where she belongs, but we cannot do it alone. We must all work together for the common cause.

Surely, those of us who were present, will never forget a remark made by President Underwood at the first banquet of the Erie Railroad Association, which he attended, "Always remember" he said, "that it is not within the ability of the brain of man to conceive, nor within the power of any man to execute any scheme, however simple, without the loyal, hearty and undivided support of every subordinate."

ERIE REMEMBERED IN DREAM.

Say boys, did you ever suspect that our old friend H. C. Holabird, Assistant General Passenger Agent at Chicago, is a mascot?

He is, and here is the proof. Mr. Holabird has a warm personal friend, whose name is W. T. Berg, and the friendship for a long time spread itself between Cincinnati and Chicago. Mr. Berg is now city ticket agent for the Western Pacific at San Francisco.

Under date of March 4th last, he wrote Mr. Holabird from San Francisco, so follows:

My dear Mr. Holabird:

"I had a dream, in which I saw you plainly, and talked to you last Saturday night, so when I got down to the office Sunday morning to get my mail, I sold two tickets to New York, and put them over the Erie, so you see that will help some."

When Mr. Berg's letter reached Mr. Holabird it was read with tremendous satisfaction and pleasure. Then Mr. Holabird summoned his chief clerk, Mr. Anthony, and they held a conference. The conclusion they arrived at was, that Mr. Holabird didn't care a rap if all the friends he possessed had dreams concerning him, provided each brought people over the Erie, and he would even stand for nightmares.

THE LION DIDN'T ROAR.

It is related that Pinnow, the faithful servant and personal valet of Prince Bismarck, once trod on his master's gouty foot. Instead of swearing at him or even declaring he was a clumsy fool, Bismarck, noticing that Pinnow himself was frightened, said: "Consider yourself honored. No other person, my dear Pinnow, not even the Kaiser himself, would have been suffered to tread on my corns."

MEMBERS OF ERIE'S NEW ENGLAND TRAFFIC STAFF (see page 141).

Top Row, left to right—A. L. Soule, Soliciting Agent, Boston, Mass.; A. E. Knox, Agent, Erie R. R., New Haven, Conn.; Centre Picture—J. Karcher, Jr., General Agent, Boston, Mass.; Bottom Row, left to right—A. W. May, Soliciting Agent, Boston, Mass.; E. W. Boyd, Soliciting Agent, Boston, Mass.; Lower Picture—Carlton Hicks, Traveling Agent, Boston, Mass.

A LOYAL ERIE AGENT.

The following letter was sent to the editor of this magazine and was as unexpected as welcome. It was written by Mr. C. M. Carpenter, station agent at Glen Eyre, Pa., and contains the sort of sentiment that can be found among the boys, that do things for the welfare of the Erie Railroad. It points a splendid moral that could, with profit, be emulated by every man employed on the road:

March 31st, 1912.

Editor Erie Employes' Magazine:
Dear Sir:

Did you ever get a letter from a man who was mad all the way through? I presume likely you have, and that phrase fits me, exactly.

While talking with a friend, who is a business man and a patron of the Erie, I took the opportunity, when the Erie was mentioned, to show him a newspaper clipping containing the last report of the New York State Public Service Commission, which showed the "Old Reliable" to be a top-notcher in getting trains into the terminals on time and moving freight quicker than many other large roads.

"Yes", said my friend, "the Erie has been a coming road for the past ten years. It has forged ahead wonderfully. Now, if it had the right kind of officers, it would be the leading road of the country in a few more years."

Mr. Erie man wouldn't that make you mad? If you have red blood in your veins; if you have been on the Erie pay-roll for more than a decade as has yours truly; if your whole time is spent in performing your full duty to the Erie; if you are proud of the road you work for, and rejoice in every good showing it makes; if you have met dozens of its officers and found them all to be loyal, true-hearted gentlemen, loyal to the interests of the company they represent, loyal to you and to every Erie man, and the best, cleanest and most efficient railroad men in the country, wouldn't you be mad with a big M? I guess you would.

I, of course, told my friend that the officers of the Erie were just what the Erie wanted and that with their management the Erie would in a few years lead them all. But, I couldn't speak my mind there. Oh, no, that would be impolite, and not consistent with good business methods, inasmuch as my friend is a good patron of the Erie.

So, I'm just coming in the family circle when nobody but our own folks can hear me, and say a few things to relieve my mind.

I have worked for the Erie twelve years, ten years as an agent. I have worked under five different division superintendents, all of them loyal, true, good men, and gentlemen with whom it was a pleasure to do business, and to meet socially, or otherwise. I have been awarded a merit record on two different occasions by my superintendent for what he considered good work, which entitled me to be placed on the Roll of Honor, but, in fact, was just what any loyal Erie man would do, look out for the Erie and get business, and save expense at every opportunity. But, nevertheless, all these things are appreciated by any man of the Erie.

I have had the pleasure of meeting traveling auditors, division freight agents, division passenger agents, chief clerk, station agents, etc., and to the best of my judgment they are just the kind of men for any great railroad, and I am more than proud to be one of them, and proud of anything which reflects credit on the "Old Reliable" ERIE.

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26 YEARS WITH THE ERIE.

Our old friend and fellow-spokesman "Jake" Voorhis, who punches tickets on the New York Division, was met on Pavonia Avenue on April 9th last, and was as chipper as a schoolboy with his first diploma.

The cause of Jake's outburst of happiness was, that on the 9th, he had been with the Erie just 26 years. "My," said Jake, "how the time flies; it does'nt seem that long since I joined." Then he pulled himself together and said, "Well, s'long, I must beat it for the train," and away he sailed for the Terminal.

Jack Voorhis is not an old man, he only seems old, because his locks are tinged with silver. Early piety and talking for the O. R. C., Charlie Boughner says, is the cause. Jake is such a good Erie man, that he makes his home on Eighth Street, Jersey City, just two blocks from the Erie elevation, where he can hear the music of the engine bells, as trains pass Jersey Avenue, running east and west.

One man's hobby may be another man's nightmare.

CLERICAL FORCE IN OFFICE OF GENERAL FREIGHT AGENT, CHICAGO, ILL.
Rear Row, standing left to right—L. F. Miller, H. L. Hunter, T. H. Park, H. Miller. Centre row, sitting, left to right—R. L. Fleming, R. Bolin, E. J. Frankland, W. J. Becker, J. J. Rheberg, H. L. Vizard, F. H. Hagedorn. At desks, left to right—H. J. Johnson, M. S. Allison, assistant chief clerk; F. A. Gilbert, chief clerk.

CHICAGO FREIGHT CLERKS.

This magazine has among the employes at Chicago, a great many well-wishers, as well as loyal rooters, and once in a while they get together, with the idea of getting in the limelight.

One of the very fine offices in the Railway Exchange, is that of Mr. H. W. Forward, General Freight Agent, who has a bright corps of men that make up the clerical force.

One day, recently, they ushered in a camera artist, and then posed for a photograph. The above picture is the result. The name of each member of the force is given below the picture, so that he can be distinguished by reading from left to right.

OFFICER KLEE IS GAME.

On the morning of April 3rd, George H. Klee, of Chief Hillhouse's staff, at Paterson, N. J., arrested an Italian, who had shot and killed a fellow countryman, with whom he had a quarrel.

The two men met at the corner of Straight and Market Streets and opened fire on each other with revolvers. Officer Klee heard the shots and gave chase after the murderer, who tried to escape.

Seeing that he was being pursued the fleeing man turned and pointed his revolver at Klee, who had drawn his revolver. The latter called to him to halt, but he hesitated. Finally, when he saw his peril, he dropped the revolver, and Klee placed his foot on it. He then handcuffed his prisoner. On his way to the patrol box a citizen approached and handed him the revolver, that the "walking arsenal" had dropped.

The Paterson officials highly complimented Officer Klee for his bravery, and the action he took in pursuing and arresting so dangerous a criminal.

The suggestion is, from an Erie standpoint, that Officer Klee is a splendid man for criminals, who may think of invading the Company's property, to steer clear of.

THE GREATEST TRAVELER.

By migrating from pole to pole the arctic tern becomes the greatest traveler in the world and also manages to enjoy more daylight than any other bird. It has been found nesting within 500 miles of the pole. When the young are grown the entire family leave for the south and some months later are found skirting the edges of the antarctic. As the daylight season draws to a close in the far south the long journey north is undertaken.

Wife—"Our new maid has sharp ears."

Hub.—"I notice that the doors are all scratched up around the keyholes."
—Boston Transcript.

ENGINEER AURYANSEN AT 90.

All the old runners on the New York Division are very well acquainted with "Abe" Auryansen, who, for 52 years, or more, was an engineer among them. Since 1904 he has been in retirement, and enjoying the reward of a well spent life.

On April 5th, he celebrated his 90th birthday, and found himself in vigorous health. He believes the excellent condition of his health is due to his abstaining from tobacco.

After learning the blacksmith trade he signed with the Erie on Christmas Day, 1850, as Fireman, and in 1852, was promoted to Engineer, and ran between Paterson, N. J., and Port Jervis, N. Y. From the day he joined, until July 1st, 1904, he remained loyal to the Erie, and then retired at the request of his children. He was known by his friends along the line as "Uncle Abe."

Mr. Auryansen ran on both the New York Division and the New Jersey & New York Railroad, and for 50 years was a resident of Hackensack, N. J.

HONOR ENGINE NO. 2543.

William R. Martin, who has but one record on the Erie and that is of the first-class, is the proud possessor of a "Red Spot" engine. Its number is 2543, and she's a big K-1.

This is the second engine on the Allegheny Division to be decorated with a red spot, and those who peruse this little story, are assured that "Bill" Martin is a very proud fellow. The first train that 2543 pulled, after having "William B. Martin" inscribed on her cab, was number 7, and when it ran into Salamanca from Hornell, all the indians on the scene gave vent to their feelings with a war whoop, and Bill smiled like a basket of chips.

Number 2543 has undergone a complete overhauling, and with her red spot and name attached, looks to be almost newly-born. These things considered, no wonder Bill is proud. The record shows that he came from the New York Division in 1870, and since then has been an engineer on the Allegheny Division, with a clean and first-class record.

POLITENESS A GOOD ASSET.

Truly, a railroad company is judged by the men it keeps, to paraphrase an old adage, therefore, it is very necessary that men coming in contact with the public must so conduct themselves as to bring no reproach to the company by whom they are employed.

It is a very simple matter to answer politely a civil question; the difficulty with most men is to reply courteously to a question put in a manner a passenger would hardly care to use to one of his own employes. It is fortunate for the peace of mind of uniformed men that the former type of questions outnumbers greatly the latter.

There are probably reasons for the latter, unknown to us; the passenger may have sustained a loss in business, he may have received a "calling down" by his employer, and it rankles; he may have missed a train, or it may be chronic, due to neglect in his early training. However, neither of these concern those answering a question so put to them, but should guard against using that method in replying.

Some men believe it hurts their self respect to fail to reply in kind to questions of this nature, but their view is wrong, inasmuch as it should add to their respect for themselves if they are able to show that control over themselves the passenger has evidently lost.

I believe all will concede who have given any attention to the matter, that railroad companies pay wages that compare favorably with other industries requiring the same amount of education, training and labor, and it appeals to me that they are entitled to expect our best efforts in their behalf, and they require that men keep their head in emergencies that may arise, and, in fact, do arise every day in the occupation we have chosen, and keeping cool in dealings with passengers is not the least of these, so we must remember that when the occasion arises and we are confronted with an irate passenger, that it is not incumbent upon us to try and correct his early training or to lose our temper, simply because he has lost his, but to endeavor to pour oil on the troubled waters and command his respect, and, at the same time, carry out our part of the contract we made with the company when we accepted the position.

T. M. DE VERE.

WAS AN OPTIMIST.

"What an optimist Green is!"

"Yes. Every time he loses his umbrella he never worries. He always expects to pick up a better one."—Detroit Free Press.

THE STOVE COMMITTEE

APPOINTMENTS.

New York Division.

Michael Nolan, Passenger Trainmaster, with office at Jersey City, vice Mr. John M. Hoffman, deceased.

Thomas O'Donnell, Trainmaster, with office at Port Jervis, vice Michael Nolan.

Harold R. Cole, Trainmaster, with office at Jersey City, vice Thomas O'Donnell.

Albert M. Kelly, Chief Dispatcher, vice Harold R. Cole.

Horace Fitzgerald, Night Chief Dispatcher, vice Albert M. Kelly.

Rochester Division.

E. O. Tiffany, Agent of the Bath & Hammondsport Railroad and the Lake Keuka Navigation Co., at Hammondsport, N. Y., vice T. J. Flynn, resigned to accept other duties.

Susquehanna Division.

J. W. Scoonmaker, Baggage Agent, Binghamton, vice D. B. Ward, resigned to accept service elsewhere.

Mahoning Division.

C. W. Hendricks, Agent at Calla, O., vice H. P. Elias, resigned.

Cincinnati Division.

R. G. Henry, Agent at Martel, Ohio, vice Mr. C. F. Trefz, transferred to other duties.

J. H. Hines, general yard master, Marion, Ohio, vice W. H. Pohler.

Chicago & Erie Division.

E. M. Taylor, Agent at Elgin, O., vice W. D. Alspaugh, transferred.

Traffic Department.

C. M. Owen, General Agent, in charge of freight and passenger traffic, with office, Rooms 221-222 Falls Building, Memphis, Tenn., vice Mr. H. H. Cage, deceased.

C. D. Turner, Division Freight Agent, Chicago District, with office in the Railway Exchange, Chicago, vice Mr. F. G. Lantz, appointed Assistant General Freight Agent of lines west of Buffalo and Salamanca, with office in the Railway Exchange, Chicago.

The position of Southern Freight Agent is hereby abolished.

F. H. Blackmore, Acting Dairy Agent of the Erie Despatch, with office in Railway Exchange, Chicago, Ill., vice Mr. F. T. Magan, resigned.

H. W. Hawley, division freight agent, with office at 50 Church Street. He will be assigned to special duties.

Marine Department.

Arthur J. Grymes, Manager of Marine, Lighterage and Foreign Departments, with office at Produce Exchange Building, New York.

Charles R. Stewart, Superintendent of Marine Department, with office at Jersey City, N. J., vice A. J. Grymes, assigned to other duties.

Mechanical Department.

C. P. Patrick, General Foreman Boilermaker, Ohio & C. E. Divisions, with headquarters at Cleveland, vice C. E. Lester, resigned.

J. H. Hauck, Tool and Machinery Inspector, Ohio & C. E. Divisions, with headquarters at Cleveland, vice W. E. Eddy, resigned.

H. M. Manigault, transferred from Instructor of Apprentices, Dunmore, to Assistant to the General Foreman at Galion, vice L. E. Granger, transferred.

R. R. Munn, transferred from Machinist, Hornell Shop, to Roundhouse Foreman, Brier Hill, Ohio, vice J. J. Herlihy, resigned.

Walter Haynes, transferred from Engine Dispatcher's Clerk, Hornell, to Engine Dispatcher, Brier Hill, vice E. Perry, resigned.

R. E. Dragoo, transferred from Technical Instructor of Apprentices, Meadville, to General Foreman, Cleveland Shop, vice R. S. Mounce, transferred.

Susquehanna Shops.

F. A. Griffin, Boilermaker Foreman, vice F. L. Lothrop, resigned.

J. E. Kelly, from Stores Department to Foreman, Laboring Gang, vice J. J. Creegan, transferred.

L. C. Emery, from Machinist to Machine Shop Foreman, vice Wm. Heller, resigned.

Bradford Shops.

L. W. Hendricks, General Foreman, vice C. Hampson, transferred.

Avon Shops.

R. Gernon, Roundhouse Foreman, vice A. Biser, transferred.

THE ERIE ROLL OF HONOR

F. B. Heath, Engineer,
New York Division.

J. H. Jerome, Signal Repairer.
New York Division.

L. Beyer, Crossing Watchman,
New York Division.

John Bowen, Fireman,
New York Division.

Geo. Wallace, Engineer,
New York Division.

J. A. Boyle, Brakeman,
New York Division.

F. Materio, Lampman,
New York Division.

F. E. Carpenter, Operator,
Susquehanna Division.

A. M. Nichols, Station Agent,
Susquehanna Division.

F. B. Delancey, Operator,
Susquehanna Division.

V. S. Ryan, Operator,
Allegheny Division.

M. D. Wade, Brakeman,
Bradford Division.

C. D. Fraylick, Operator.
Chicago & Erie Division.

While in charge of engine 940, on a recent date, Engineer F. B. Heath, New York Division, succeeded in bringing train 172 to Jersey City on time, under trying circumstances. This engine had reverse lever broken off where it passes over quadrant, and he blocked bottom part of reverse lever with several pieces of wood. In token of appreciation, Superintendent Parsons has awarded him a credit mark.

J. H. Jerome, signal repairer, New York Division, had his eyes wide open while walking along the track near signal 71-2-E, on the Erie & Jersey, and discovered a broken rail. Instead of passing it by he took proper action to stop trains and have the defect repaired. For this faithful service, Superintendent Parsons has awarded him a credit mark.

As train 672 on the New Jersey & New York Railroad (New York Division) was leaving Pearl River Station, L. Beyer, crossing watchman, discovered brake rigging down on N. P. car 32517, and took prompt action to have defect remedied. The appreciation of Superintendent Parsons was shown when he awarded him a credit mark.

While acting as fireman on engine hauling train No. 8 one day recently, John Bowen, fireman, noticed a man of foreign birth standing close to westbound track in the vicinity of Newburgh Junction, with a flag, which he was not handling properly. After watching for a westbound train and finding that none was in sight, Bowen suspected that something was wrong and cautioned engineer to reduce speed, which action resulted in stopping train in time to avoid running on open track at a high rate of speed and causing derailment. In appreciation of this most excellent service, Superintendent Parsons has added a credit mark to his record.

On a recent occasion, while Engineer Geo. Wallace was running Train 630 with Engine 811, on the New Jersey & New York Railroad (New York Division), right forward eccentric strap broke on engine on reaching Carlstadt. Notwithstanding, Wallace brought his train to Jersey City on time. For this excellent service, Superintendent Parsons has awarded him a credit mark.

J. A. Boyle is employed as yard brakeman at Port Jervis, New York, on the New York Division. On a recent occasion he discovered a runaway car in classification track, and took prompt action to move a train of cars out of the way, so as to avoid a collision, and resulting damage. For this efficient service, Superintendent Parsons has added a credit mark to his record.

F. Materio, Lampman, who is located at Rutherford, on the New York Division, has been awarded a credit mark for meritorious service rendered. On a recent occasion, while Materio was observing things along the right of way, he noticed a brake-shoe wedged in guard rail of cross-

over on eastbound side of "B.T.," and took action to have obstruction removed before a derailment occurred.

On a recent date, as train extra 1647 was passing N. I. tower at Canisteo, on the Susquehanna Division, Operator F. E. Carpenter discovered that a clamp was broken on door of C. & E. I. car 61370, and door was open. He had train stopped at Adrain and door closed and cleated, car being loaded with bale shavings. Superintendent Taylor has commended him, as well as given him a credit mark.

As train 74 was passing Smithboro on the Susquehanna Division, A. M. Nichols, station agent, discovered a broken truck on Erie car 49796 and was prompt in having car switched out for repairs, thereby preventing a possible accident. For his interest in the company's business Superintendent Taylor awarded him a credit mark.

On a recent date, while train 81 was passing Great Bend on the Susquehanna Division, F. B. Delancey discovered a brakebeam down on N. Y. C. & St. L. car 13711. He had train stopped at "G. Y.," where the defective beam was removed. In commending Delancey for the good service rendered, Superintendent Taylor has added a credit mark to his record.

One day recently, while V. S. Ryan, operator, Q. S. tower Allegheny Division, was walking the track, he discovered a broken rail on the curve east of Summit. He immediately flagged the westbound pick-up and reported the trouble to Foreman Lyman, who had repairs made. For this excellent service Superintendent Mackrell has awarded him a credit mark.

While a crew was switching cars at Alton on the Bradford Division, M. D. Wade, brakeman, was injured while in the act of trying to save a boy from being dragged beneath a car. The boy had attempted to grab handles of steps on one side of caboose, but misjudged the distance, slipped on the ice and fell. Wade tried to save him from being dragged under the wheels, but in so doing slipped himself and fell under the cars. He managed to catch hold of the grab-iron, and thereby saved himself from being run over, although he was dragged about ten cars' length, sustaining numerous bruises about the body. For this act of heroism, Superintendent Mackrell has added a credit mark to his record.

C. D. Fraylick, operator at Lomax on the Chicago & Erie Division, discovered a broken rail in the main track, near Kankakee Bridge, and knowing that second 72 was approaching, promptly flagged it, thereby saving a possible accident. The alertness of Fraylick in handling the situation, justified Superintendent Baldwin in awarding him a credit mark.

"RED SPOTTER" J. J. SALLEY.

Last winter engine 359, of the D-6 type, was sent to the Meadville shops to receive general repairs. When she came back to the Rochester Division the name of her engineer, James J. Salley, was printed in bold letters on each side of the cab.

This was done in appreciation of long and efficient service, on part of engineer Salley, who has the honor of being the oldest passenger engineer on the Rochester Division roster.

In addition to his record for long mileage, without an engine failure, Mr. Salley has a perfect service record, never having received a mark of discipline, or been suspended.

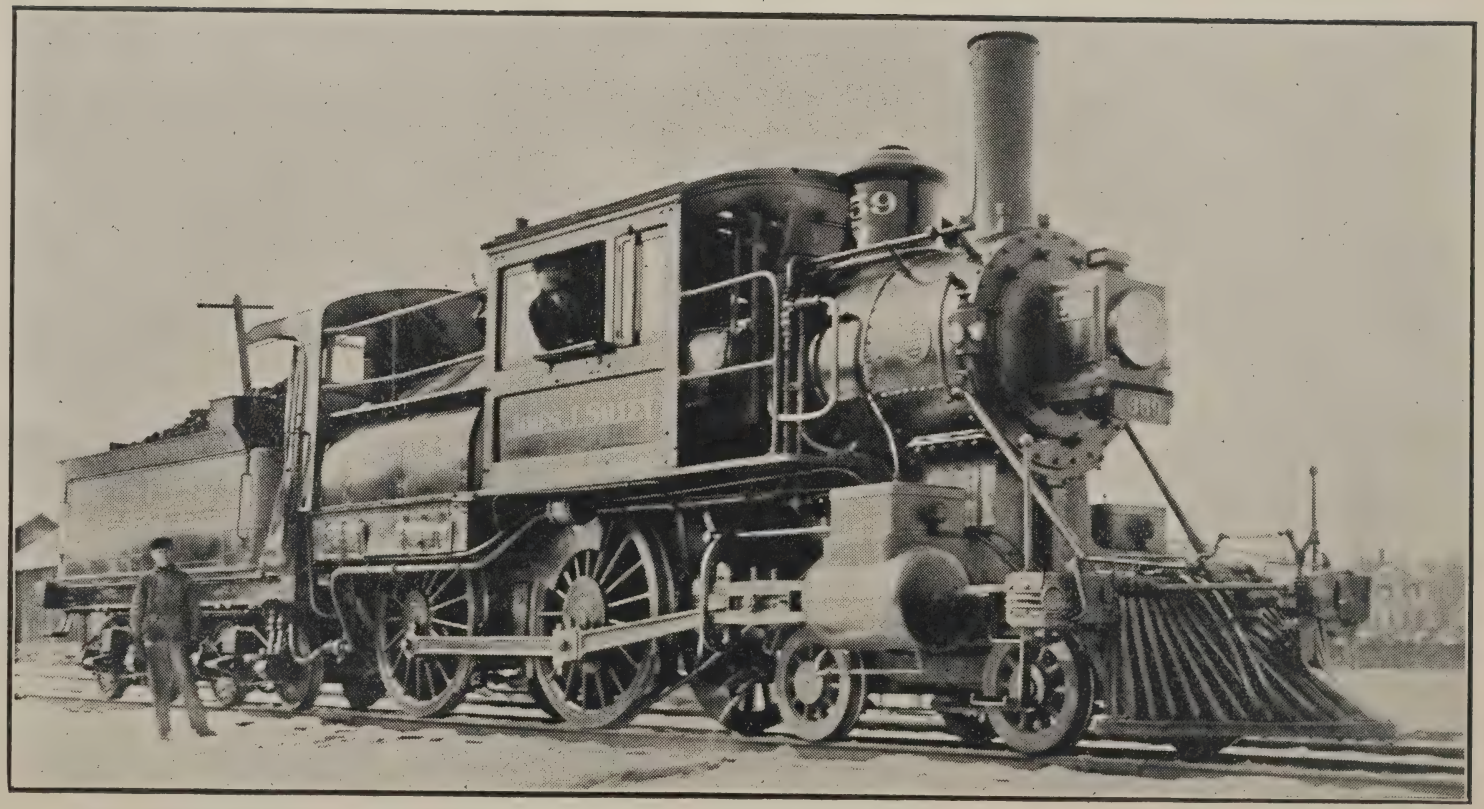
"Jim" Salley is not a fair weather runner, by any means, but was on his engine "bucking" snow during the most severe and trying days encountered during the memorable winter just passed.

The picture shows engineer Salley in the cab, and his regular fireman, "Eddie" Moran, standing beside engine.

Engineer Salley entered the service of the Erie Railroad Company, as a machinist apprentice in Rochester machine shop, July, 1865, and served in that capacity six years, from July, 1865, to April, 1871, when he was promoted to stationary fireman. He served two years as stationary fireman, when he was again promoted to locomotive fireman, March 8th, 1873, serving as such for a period of 13 years, or until August 1st, 1886.

He was promoted to engineer August 1st, 1886, and up to the present time has served the Erie Railroad Company as engineer 26 years. Mr. Salley's total term of service with the Erie R. R. has been 47 years. He has run engine 359, between Avon and Buffalo, and Avon and Lakeville, 67,663 miles without an engine failure.

I should say sincerity, a deep, great, genuine sincerity, is the first characterism of all men in any way heroic—Carlyle.



ENGINEER JAMES J. SALLEY, ROCHESTER DIVISION, AND HIS "RED SPOTTER," CLASS D. 6, NUMBER 359 (See Page 149).

DEDICATION OF HISTORIC MONUMENT AT HARRIMAN, N. Y.

AT 10:20 o'clock on the morning of May 2, a special train, made up of private cars, coaches and a combined car, left Jersey City for Harriman, N. Y.

It contained a party of Railroad and Telegraph Officials, other persons employed in these industries, prominent men in many callings, and a number of newspaper representatives.

The occasion that brought out so distinguished a gathering, was the unveiling of a monument at Harriman, to indicate the spot where the New York & Erie Railroad won the great achievement, through its General Superintendent, Charles Minot, of sending the first telegraphic train order by the Morse Code, over a commercial wire, which event occurred in 1851.

The pretty village of Harriman, formerly Turner, never looked more beautiful than on this budding May day, and the good folk of many neighboring Orange County towns honored the gathering with their presence, and everybody touched elbows and chatted pleasantly after the fashion of American citizens. Little children carrying flags added to the beauty of the scene.

The platform had been erected between the station and the monument, and on this the speakers, and as many guests as it would hold assembled, while a still larger number gathered on the outside.

The day was crowding well into the middle of the afternoon before the ceremony of dedication had concluded, and then the guests from distant parts re-embarked on the special train and were whisked away, leaving the monument to the good people of Harriman.

On the return trip, the guests were served with luncheon in boxes, same being passed around by telegraph boys in uniform, these same boys having been assembled about the monument while the ceremony was going on. This inscription was on the inside of the boxes: "Sent by Telegraph," and it made a big hit.

Invitations to attend the dedication were sent the following persons: F. D. Underwood, Pres., Erie Railroad Co.; Theodore N. Vail, Pres., American Telegraph & Telephone Co. and Western Union Telegraph Co.; Thomas A. Edison; Mrs. E. H. Harriman and family; Andrew Carnegie; W. C. Brown, Pres., New York Central Lines; W. H. Truesdale, Pres., D. L. & W. Railroad; H. P. Dwight, Pres., Great Northwestern Telegraph Co.; G. T. Slade, Vice-Pres., Great Northern Railroad; J. C. Stuart, Vice-Pres., Erie Railroad; R. C. Clowry, former Pres., Western Union Telegraph Co.; W. H. Wolverton, New York; Ralph Peters, Pres., Long Island R. R.; Clarence H. Mackey, Pres., Postal Telegraph Co.; Belvidere Brooks, Gen. Mgr., Western Union Telegraph Co.; U. N. Bethel, Pres., New York Telephone Co.; Newcomb Carleton, Vice-Pres., Western Union Telegraph Co.; C. C. Rumsey, John W. Platten, Mrs. George C. Minot, Boston, Mass., Mrs. Ellen M. Fuller, Exeter, N. H., Mrs. Harriet M. Laughlin, Brookline, Mass.,

MONUMENT AT HARRIMAN.

nieces of Charles Minot; Minot Pitman, Providence, R. I., nephew of Charles Minot; Col. A. B. Chandler; Charles A. Tinker; James Merrihew; Walter C. Humstone; Robert J. Gross, Pres., U. S. Radiator Co.; Marvin Hughitt, Chairman of Board, C. & N. W. R. R.; William A. Gardner, Pres., C. & N. W. R. R.; A. H. Smith, Vice-Pres., New York Central Lines; E. E. Loomis, Vice-Pres., D. L. & W. R. R.; R. P. Rhodes; W. O. Duntley, Pres., Chicago Pneumatic Tool Co.; G. W. E. Atkins, Vice-Pres., W. U. Telegraph Co.; W. J. Harahan, Vice-Pres., Erie R. R.; J. B. Van Every, Vice-Pres., W. U. Telegraph Co.; G. F. Brownell, Vice-Pres., Erie R. R.; T. M. Emerson, Pres., Atlantic Coast Line; E. W. McKenna, Vice-Pres., C. M. & St. P. R. R.; E. B. Thomas, Pres., Lehigh Valley R. R.; Thomas P. Fowler,

Pres., N. Y. O. & W. R. R.; J. E. Childs, Vice-Pres., N. Y. O. & W. R. R.; C. S. Mellen, Pres., N. Y. N. H. & H. R. R.; George F. Baer, Pres., P. & R. R. R. & C. R. R. of N. J.

The dedication ceremony was as follows: Prayer by the Rev. J. Holmes McGuinness, Rector of the Episcopal Church at Arden, N. Y.; singing of the National Anthem "America," with cornet accompaniment; brief remarks of Chairman, who introduced Mr. H. D. Estabrook, of New York, Speaker of the Day, who, on concluding his speech, tendered the monument to the Erie Railroad on behalf of the Association of Railway Telegraph Superintendents, and the Old Telegraphers and Historical Association; unveiling of monument by Mr. D. H. Bates, Secretary, Society of the United States Military Telegraph Corps, New York, who called on Miss Gertrude M. Griffith, daughter of Mr. E. P. Griffith, to pull the cord; remarks by Mr. George N. Orcutt, General Attorney, Erie R. R., representing President F. D. Underwood of the Erie Railroad Co., accepting the monument. At the close of the exercises, the assemblage joined in singing the "Ode to Morse," led by Mr. M. H. Kerner, its author, and a cornetist. Rev. Mr. McGuinness closed the dedication by pronouncing benediction.

TURNER STATION IN 1836.

Chairman E. P. Griffith made the following remarks on inception of monument before introducing the orator of the day:

"Ladies and gentlemen, and you dear school children: It will, perhaps, be in order to briefy relate the circumstances which prompted the project for erecting this monument to commemorate the introduction of the telegraph in railroad operation sixty-one years ago.

"About three years ago, the story of that great epoch in railroad and telegraph history was going the rounds of the press and awoke in the minds of the old-time railroader and telegrapher recollections of the crude methods of railroading and telegraphy in the early fifties Communications were received from all parts of this continent, some from Europe, and even the far away Orient, suggesting that a movement be started to bring about the results which we will have accomplished today. In deference to the wishes thus implied, your Chairman offered a concurrent resolution before the 29th annual convention of the Association of Railway Telegraph Superintendents, held in Los Angeles, California, in June, 1910, calling for a committee to undertake the work. At the 29th reunion of the Old-Time Telegraphers and Historical Association, held in Chicago, Illinois, in September of the same year, that resolution received unanimous concurrence, and a joint committee was appointed to bring the matter to a conclusion.

"Success attended the efforts of the committee from the start. It was originally intended to hold the dedicatory ceremonies late in November of last year, but as you will all agree, the weather conditions at that time made a postponement necessary.

"It is a universally recognized fact that there exists among the railroad and telegraph employes of all grades a fraternal feeling that cannot be eradicated by time or separation. It makes no difference whether the railroad President started his career twisting brakes and soiling the towels at his boarding house, or whether the telegraph magnate started his career delivering messages and reading dime novels, there goes with him all through his life a feeling of love and sentiment for his work that is responsive at every call.

"It makes no difference what department of either of those great public utilities he may be attached to, he is always in accord with the whole.

"No better evidence of that most beautiful co-operative spirit can be portrayed than in the presence today of a most distinguished member of the New York bar, who, at one time, was the general counsel of the great Western Union Telegraph Company.

"Ladies and Gentlemen, I have the honor and pleasure of introducing Mr. Harry D. Estabrook, the Orator of the Day."

When the monument project was first launched, it met with a response that was hardly expected. The two associations grasped the idea quickly, and soon the news spread all over the country.

Men in high official positions, Presidents and Vice-Presidents of railroads and telegraph companies, and others that were once prominent in these industries, came to the front with subscriptions. Lesser lights were invited, also, to subscribe, so that the monument at Harriman will forever stand as a testimonial to their interest in an historic event that stands second to none in the advancement of the great railroad industry.

Many years ago, when the name of Morse was registered in the Hall of Fame, as the inventor of telegraphy, it was proposed to erect a monument to commemorate the achievement in Central Park, New York City. The idea met with ready response and the school children were invited to add their mite to the fund, so that today, thousands of persons, now past middle liffe, can point at the Morse Monument and say, "I am proud to be a subscriber to the fund that made this monument possible."

And so it is with the beautiful monument at Harriman. Those that contributed their small amount can stand side by side with larger subscribers and express the same sentiment.

The stone from which the monument is fashioned was quarried from the Ramapo Mountains, on the Harriman estate. Not only was the stone given by Mrs. Harriman. widow of the late E. H. Harriman, but she paid for the cost of cutting.

The famous train order was transmitted in 1851, when Charles Minot, General Superintendent of the New York & Erie Railroad, sent the following message: "To Agent and Operator at Goshen. Hold the train for further orders. Conductor and Engineer, Day Express. Run to Goshen regardless of opposing train."

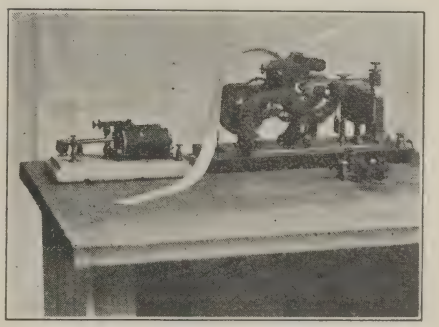
The bronze tablet, which is six feet high by three feet, three inches wide, was designed by Mr. Charles Keck, of New York, the well-known sculptor. On its face is inscribed "From this station, Charles Minot, General Superintendent, New York & Erie Railroad, 1851, issued the first train order transmitted by telegraph;" the order given above follows. At the top of the tablet, encircled by a wreath, is a vignette of Mr. Minot. At the bottom appears the following: "This tablet was erected in November, 1911, under the auspices of the Association of Railway Telegraph Superintendents and the Old-Time Telegraphers and Historical Association."

Encircling the tablet at the top, is this inscription, cut in the stone in bold letters, "What Hath God Wrought?"

Following is a description of the monument. Made of native granite; Base, 7 feet wide, 4 feet, 6 inches thick, 1 foot, 4 inches high. Die Block, 4 feet, 6 inches wide, 2 feet thick, 6 feet, 4 inches high. Sub-Base, 5 feet, 6 inches wide, 3 feet thick, 1 foot high. Cap, 4 feet, 5 inches wide, 1 foot, 11 inches thick, 2 feet, 6 inches high. Total Length, 11 feet, 6 inches.

The picture of the original station at Turner, N. Y., which is now supplanted by a new and modern structure, known, officially, as Harriman, did service for the Old New York & Erie Railroad in 1836. It emphasizes very strongly, the style of building that existed in those early days of the railroad industry, and yet it was considered something quite pretentious.

On either side of the tracks are seen piles of wood; these were held in readiness for loading on engines, for in those days, coal-burning engines were not even dreamed of.



KEY, RELAY AND REGISTER.

This historic station was torn down, later on, to make way for a more modern structure, and the latter, in the Erie's bold march to the front, was very recently razed, to be superseded by the present Harriman station. For many years, however, it was famous, not only as a junction point with the Newburg Short Cut, but as a dining station, where all through trains stopped 20 minutes, to permit passengers to partake of "Jim" Turner's well-cooked and nicely served meals.

DEDICATION OF HISTORIC MONUMENT, MAY 2, 1912.

The picture of the key, relay and register, shows the type of apparatus used in the primitive days of telegraphy, when the brains of Morse were at work on plans to bring it to a higher state of perfection.

The apparatus from which the picture was made, is not the one used by Charles Minot in sending his famous message from Turner to Goshen, but is an exact counterpart, this style being the perfection of its time. Turner Station contained one of them, so that the honor of the first telegraphic train order, sent over a commercial wire, belongs to this now strange-looking affair.

The program of dedication was contained in a four-page folder. On the front page was the following:

"You are cordially invited to attend the Unveiling of a Bronze Tablet to commemorate the sending of the First Telegraphic Train Order by Charles Minot, General Superintendent of the Erie Railroad, in 1851, at Harriman, N. Y., (formerly known as Turner) on the Erie Railroad, 47 miles from New York, Thursday, May 2, 1912, noon."

Page two contained a picture of the tablet.

The third page contained the following description of monument, together with names of the Monument Committee, as they appear below:

The tablet measuring 6 feet high by 3 inches wide, was designed and modeled by Charles Keck, in the studio at 148 West 36th street, New York, occupied by St. Gaudens for 20 years.

Mr. Keck was St. Gaudens' pupil and assistant and studied for five years at the American Academy in Rome, where he held the Rinehart Scholarship.

The tablet is mounted upon a massive granite monument which was quarried on the Harriman Estate, and was contributed by Mrs. E. H. Harriman at a cost, including the carving, of over $2,000.

The plans for the granite monument were made by Thomas Ellett, Architect, of New York.

The next largest contributor to the monument fund was Andrew Carnegie, who became a telegraph operator at the age of 14, and who sent the first telegraphic train order on the Pennsylvania Railroad in 1852.

E. P. Griffith, superintendent telegraph, Erie Railroad, Jersey City, N. J., chairman; J. B. Taltavall, "Telegraph and Telephone Age," 253 Broadway, New York, treasurer; Charles Selden, superintendent telegraph, Baltimore & Ohio Railroad, Baltimore, Md.; E. A. Chenery, superintendent telegraph, Missouri Pacific Railroad, St. Louis, Mo.; W. J. Camp, assistant manager telegraph, Canadian Pacific Railroad, Montreal, Canada; Col. Wm. Bender Wilson, ex-president Old Time Telegraphers & Historical Association, Holmesburg, Pa.; F. J. Scherrer, secretary Old Time Telegraphers & Historical Association, New York; David Homer Bates, secretary Society United

States Military Telegraph Corps, New York.

On page four was the order of exercises.

The beautiful monument at Harriman, is located about 400 feet west of the new station, and stands in the open, with nothing near to mar the view. It can be plainly seen from trains passing both east and west, and is a "thing of beauty and a joy forever," that will always add to the natural beauty of the little community in which it stands.

Gravel walks will be established about it, and these will be surrounded by grass plots.

Once again, the old Erie is honored, and this artistic monument will stand to its glory, and to the accomplishment of a feat, not eclipsed in importance in the great work of modern railroad development.

The project of erecting this monument had been under way for the past three years, during which time, the Committee, of which Mr. E. P. Griffith, Superintendent of Telegraph, Erie Railroad, was Chairman, had been receiving contributions from prominent railroad and telegraph officials all over the land, to defray the cost other than that of the monument itself.

Great credit is due Mr. Griffith for his untiring efforts in behalf of this monument. He gave liberally of his own time, even to the sacrifice of private matters, and was always in consultation with the Committee in whatever concerned it.

As Superintendent of Telegraph of the Erie Railroad, the fine monument has appealed very strongly to him, and no other official of the Company will envy him the glory that comes to him through the successful accomplishment of the project.

FRANK T. MAGAN RESIGNS.

A general feeling of regret permeates the Erie's Traffic Department, on account of the retirement from the service, of Mr. Frank T. Magan, who, for 28 years filled many positions with the Company, in the Traffic Department.

Mr. Magan was one of the "Old Faithfuls," and his methods of pushing along the Erie's interests, were of the winning and business-getting kind, while personally, he was a man that won and kept friends.

An illustration of this trait is, that he is credited with having increased the dairy and live poultry shipments from 4% to 12% during the period from 1905 until 1911, when he held the title of dairy agent.

Not only was Mr. Magan's decision to depart the Erie service, received with a feeling of genuine regret, but when he was about to take his departure, he was invited to the office of Mr. E. T. Campbell, traffic manager, in the Railway Exchange Building, Chicago, where he met many friends of the Traffic Department, assembled to say adieu, and remember him in a more substantial way.

FRANK T. MAGAN.

The boys had purchased a costly gift, in the way of a pair of diamond-studded cuff buttons, and these were presented to him by Mr. Campbell, the nice gift being accompanied by a very neat and suitable speech.

Mr. Magan has associated himself with the Buffalo Cold Storage Co., and he took with him the very best wishes of his many friends for his future welfare and success.

CARD OF THANKS.

Passaic, N. J., April 22, 1912.

Editor "Erie Railroad Magazine,"

Dear Sir: Mrs. George F. Geagan and family desire to express their heartfelt appreciation of the sympathy and kindness shown them by the Erie people at the death of Mr. George F. Geagan, for many years live stock agent of the Erie Railroad Company.

George B. Geagan.

OBITUARY.

JOHN MARTIN HOFFMAN.

It is with profound regret that we announce the death of John Martin Hoffman, passenger trainmaster, New York Division and Branches, at his home No. 124 Van Houten Avenue, Passaic Park, N. J., on Friday, April 19, 1912.

Mr. Hoffman was born in Springtown, N. J., October 30, 1863. Leaving school after an ordinary education, he entered the employ of the Lehigh Valley Railroad as fireman, and in January, 1884, commenced his career with the Erie as a brakeman, and in the same year was promoted to flagman. In June, 1885, he was promoted to conductor on the Greenwood Lake Division, which position he held until January, 1900, when he became assistant depot master, at Jersey City station; in 1902 was made depot master, and in 1903 freight train master at Port Jervis, N. Y., which position he held but a short time, when he was made passenger trainmaster, N. Y. Division and Branches. This position he occupied at the time of his death.

As year by year he advanced in his chosen career as a railroad man, faster yet did he advance in the h arts of his fellow-men, and especially those with whom he came in daily contact.

"A man among men," he was always "fair and square" to all, none recognizing this fact more than those who were directly under him, and the expressions of good will and esteem heard on all sides, show him to have been a man loved by all, whose place in the hearts of his fellow-men will, indeed, be hard to fill.

From the beginning of Mr. Hoffman's illness, evidence of the esteem of his fellow men was evinced. by the numerous gifts of fruit and other delicacies, sent him by his many friends, and B. R. R. T. No. 299, George Eisenberger, president, and when it became known that his illness was of a very serious nature, a specialist was sent from New York by Pavonia Lodge, No. 490, W. H. Smith, chief conductor. The uppermost thought of all, was to make his last hours as peaceful as possible, though, with all the tender care that could possibly be given him, it was not to be.

The funeral, one of the largest ever held in Passaic, took place on Sunday, April 21, and was attended by many men of prominence in railroad circles. Among the officers and men of the Erie that attended, were D. W. Cooke, general traffic manager; R. S. Parsons, division superintendent; W. J. English, assistant division superintendent; G. W. Gould, superintendent employment bureau; M. Nolan, train master, Port Jervis; H. W. Howley, J. Robert, C. W. Jones, A. R. Gramlich, W. Gramlich, C. Joyce, J. F. Shinn, T. C. Clifford, superintendent. dining car department; M. C. Roach, superintendent Lehigh Valley Railroad.

The floral gifts were numerous and handsome. Special mention is made of those from the engine department, conductors of Jersey City and Port Jervis Lodge's, trainmen, N. Y. Division and Greenwood Lake Division; Jersey City station and yard force; superintendent's office, despatcher's office, staff members, general passenger agents office, Superintendent R. S. Parsons, and General Traffic Manager D. W. Cooke.

JOHN MARTIN HOFFMAN.

Services at the house were conducted by the Rev. R. J. Goddard of the Congregational Church of Passiac. The interment took place at Laurel Grove Cemetery, Paterson, N. J., services being conducted by Ex-Chief Conductor, C. L. Boughner of

Pavonia, No. 490, and Neversink, No. 52, O. R. C.

The honorary pall bearers were: T. O'Donnell, train master; F. W. Swan, station master; T. M. DeVere, assistant station master; W. O. Rock, division passenger agent; H. R. Cole, chief despatcher; E. Salley, road foreman of engines. The pall bearers were: M. F. Conway, J. H. Gordon, W. H. Smith, T. Burns, W. E. Sigler and T. Welch, conductors.

The seating of the vast number of people in attendance at the funeral, was in charge of ushers Harry J. Breen and George Lafrican.

At the regular meeting of the New York Division staff of the Erie Railroad Company, held at Jersey City, Monday, April 22, 1912, the following resolution was ordered drawn up and entered in full upon the minutes.

John Martin Hoffman, had been an employe of the New York Division since 1884, and trainmaster and passenger trainmaster since 1902. The undersigned who had been closely associated with him, desire to testify their appreciation of his many excellent personal qualities.

He was always bright and cheerful in his intercourse with his business associates, and his genial disposition never failed to result in a firm friendship with those who had the good fortune to meet him frequently in a business capacity.

His long term of service on the Division, amply equipped him for the work which he so ably performed, and it is with sincere regret that we record his untimely departure from our midst.

His judgment, in connection with the handling of the business of the New York Division, was excellent and freely expressed at meetings of this staff, to consider the difficult problems continually arising.

Whatever measure of success has attended the operation of the constantly increasing passenger business, can be attributed, in no small measure, to his untiring and zealous efforts in behalf of the Company, by which he was employed.

It is ordered that a copy of this minute be engrossed and forwarded to Mrs. Hoffman.

THOMAS HAPPER.

Another of the dear old boys of the Mahoning Division, has gone to his long reward. A feeling of general sorrow prevails along the Division, on account of the death of Thomas Happer, a popular passenger conductor and good fellow, who died April 19th, as the result of an operation performed in the hope of saving his life, about a month ago.

Mr. Happer entered the employ of the old A. & G. W. R. R. in 1860, as water boy in a section gang. In 1867 he became a brakeman on the Hubbard Branch. In 1870 he was promoted to conductor, and ran freight on the Niles & Lisbon Branch. In 1872, he was transferred to the Mahoning Division, and ran through freight. In the Fall of 1880 he was promoted to extra passenger conductor, and in the Spring of 1882 to a regular passenger run, remaining in that service ever since. His last run was made on January 11th, last.

Mr. Happer was a Scotchman, and came to this country when a small boy.

He was a Mason and a member of Forest City Lodge No. 388, and of Cleveland Chapter R. A. M., No. 148, Hollyrood Commandery, K. T.; Al Koran Temple, Nobles of the Mystic Shrine; Cleveland Chapter, Order of the Eastern Star; Palestine Shrine of the White Shrine of Jerusalem, and the Order Railway Conductors.

ELIAS H. FRALICK.

A recent death of a retired engineer of the Erie, was that of Elias H. Fralick, who had attached to him an interesting history.

Mr. Fralick, who died at his home in Galion, Ohio., of pneumonia, began his railroad career on the Erie, and when he became an engineer, quit to go West. He located in Springfield, Ill., where he was a neighbor of the late President Lincoln, as well as his close friend.

He remained in railroad life and became identified with a road running out of Springfield. When Mr. Lincoln was elected President and went to Washington to be inaugurated, he asked that his friend, Engineer Fralick, be assigned to run the special train out of Springfield, and this was granted. Mr. Fralick ran the train to the Indiana State line.

During the Civil War engineer Fralick ran an engine for the Government, out of Nashville, Tenn., and in 1866 he came to Galion, O., and began running on the old A. & G. W. Railroad, pulling freight at first, and later passenger trains, until 1903, when he retired.

Mr. Fralick, who was in his 80th year, was a man of splendid character and one of Galion's highly respected citizens. He was a consistent christian, and a member of the First Baptist Church of Galion.

JOHN D. DONALDSON.

The little community of Nutley, N. J., has lost one of its oldest citizens. The person referred to is Mr. John D. Donaldson, who, for about 27 years, had served the Erie Railroad faithfully as its station agent.

His death occurred on Saturday, April 13th, of rheumatism. Mr. Donaldson was 61 years old. He came to Nutley when a boy, and was always interested in the welfare of the town. He was at one time Town Clerk.

When the late Henry C. Bunner, editor of "Puck", was a resident of Nutley, he persuaded Mr. Donaldson to enter the newspaper field, and for many years he corresponded for several papers, in addition to his work as agent for the Erie. He was a member of the Odd Fellows, Knights of Pythias and Junior Order American Mechanics, and is survived by a widow and three daughters.

JACOB M. JOHNSON.

Jacob M. Johnson, formerly conductor on the New York Division, and later on the N. Y. S. & W. Division, died recently at his home, Middletown, N. Y., of diabetes, after an illness of several years.

Mr. Johnson began his Erie service at the age of 16, as brakeman, running between Corning and Buffalo at a 90 cents per day rate of pay. Later he became baggageman, then conductor, running between Corning and Rochester, and between Elmira and Buffalo.

In 1868 he was transferred to the New York Division, and ran between Jersey City and Port Jervis. When the New York and Oswego Midland road opened in 1872, he was appointed conductor of the milk and mail train. He ran the first freight train over that road, now the N. Y. S. & W. Division of the Erie.

In 1888 he was elected Sheriff of Orange County on the Republican ticket. He was prominent in Republican politics, and was a member of Millard Division, O. R. C. After being elected Sheriff he quit railroad life and never returned.

LATEST FRAUD ON R. R. MEN.

For some weeks past, there have been practicing, principally through the States of Pennsylvania, Ohio, and Indiana, a gang of frauds, who tell the old story of being short of funds and having to go to their home, and go to a railroad man and say that they have a HAMILTON WATCH, highest grade, 18 size, 23 jewel, and must have money, and want to sell this for from $5.00 to $12.00, and upon examination of the watch, we find that there is no reliable maker's name used, that the original name on the dial is scratched off, and the name **"HAMILTON"** is stamped on with a rubber stamp, in the same style of letters that the HAMILTON WATCH COMPANY use on their railroad watches.

The movement is stamped—"R. M. Raynold & Co.," or some other name, and "Ruby, 23 jewels," the "23" being stamped in, after the watch was received in this country. The watch contains 7 or 8 jewels, and the jewel pins are brass, and it is so miserably constructed that it is expensive at $1.00.

The case is a gilt case, which does not have any guarantee, although it is stamped "Guaranteed 25 years," not by the makers, but by the frauds; the makers put no guarantee on the case, it is simply a washed case, and will not last 25 days.

The watch will not be accepted on any railroad and is a gross fraud. No American manufacturer would disgrace his plant with such a movement, and to protect the railroad men of America, this notice is published. It is a cheap Swiss movement, and the stamping on same is covered by the stamping which is put on by the frauds themselves.

The HAMILTON WATCH COMPANY offers a large reward for the arrest and conviction of the persons perpetrating this fraud.

GEO. M. QUINLAN MARRIED.

George M. Quinlan, a popular employe at Long Dock, Jersey City, who holds the position of Claim Clerk, entered the Order of Benedicts on Easter Monday. His bride was Miss Bessie Garlick of Paterson, N. J. The wedding took place at St. Joseph's Church, that city. The honeymoon was spent in the South. Mr. and Mrs. Quinlan are residing at Paterson.

M. OF W. DEPT., ALLEGHENY AND GENESEE RIVER R. R. AND BRADFORD DIVISIONS.

Front Row, left to right—T. B. Duggan, Train Master; H. A. Kithcart, Stenographer; G. B. Owen, Engineer Maintenance of Way; T. Mackrell, Supt. Allegheny and Bradford Divisions; P. J. Keenan, Supervisor; G. L. Foster, Supervisor; W. H. Connolly, Supervisor; H. Knight, Division Engineer; M. J. Conney, Supervisor.

Second Row—D. J. McCarthy, Stenographer; J. Pingleton, T. H. Dahill, C. Fogelegren, C. S. Lusk, D. O'Leary, J. Cardamone, T. Caruso, J. Lyman, D. Regan, P. Carroll, T. Cahill, P. Sullivan, W. Townsend, J. Garin, G. McFarland, P. Mulcahy, Foremen.

Rear Row—W. VanDyke, A. Bernard, G. Carlson, S. Demore, C. Sherlock, M. Behan, C. H. Childs, F. Clery, W. Wompole, P. A. Peterson, J. S. Wheaton, H. E. Williams, T. J. Doane, A. Letro, M. McCormack, A. Johnson, J. Hart, F. Coon, D. Broderick, T. Bell, Foremen.

MORE CONSCIENCE MONEY.

Two more letters have been received from persons whose conscience smote them, because they acted dishonestly with the Erie Railroad in years gone by. They asked to make reparation to the full amount owed, and when advised, remitted promptly. Following are the letters, but writers' names are withheld for obvious reasons.

Eldred, Pa., Mar. 25, 1912.

Mr. R. H. Wallace,
General Passenger Agent,
New York.

Dear Sir:

I have a little matter of business with you. I got hold of an old timetable and found your name.

The folder was dated Sept. 6, 1910, so thought I had better see if you were still Passenger Agent.

I came from Waukesha, Wis., to Bradford, four years ago. My eldest child was six years, and I did not pay for him. Since I came here to Pennsylvania, I have become acquainted with Jesus, who teaches in His Word that we must be honest and upright, and owe no man anything, so I have started on the Railway for Heaven.

Our conductor, Jesus, doesn't charge anything, but to give our hearts to Him, and let Him regenerate and sanctify and make us fit subjects for His Kingdom above.

I will send you the money for the child's fare if you will let me know the exact amount. I paid $13.15 from Waukesha for myself.

I hope you are a Christian. Please let me hear from you at once n convenient.

Most respectfully,

———.

3453 Western Blv'd, Chicago, Ill.

Mr. R. H. Wallace,
General Passenger Agent.

Dear Sir:

In December, 1911, I worked in Polk St. Baggage Room, I was doorman, checking out-going baggage, and weighing up mostly all pieces of baggage before checked out on trains.

One day in above month, there came to baggage door, an expressman with three trunks, owned by Italians. I took them in and weighed them up. They were checked for New York, via Erie.

One of the Italians gave me fifty cents. He told me not to mark any over-weight on them, I did so for him and took his money, so they were checked out without any excess weight. There were seventy pounds overweight on them, so I am conscience stricken. I would wish you to direct me where to send the amount, and what the amount is in money, seventy pounds to New York, via Erie.

I work for street car company at present, motorman.

Yours truly,

———.

ORDER OF THE RED SPOT. MAY MEMBERSHIP.

SUSQUEHANNA DIVISION.

Engine No.	Engineer.	Fireman.
2565	J. C. Miller	H. N. Foulke
	J. A. Hammond	W. F. Zeltwanger
2564	John Haire	P. Rehan
	S. E. Mason	J. H. Bly
2567	A. C. Van Dermark	C. H. O'Donnell
	E. A. Brink	B. F. Dailey
2545	S. Mercereau	H. Houghtelling
	J. J. Gohagen	D. H. Putnam
2566	M. A. Lynch	L. A. Jackson
	M. McCarthy	L. B. Eastman
528	G. C. Redfield	L. M. Wescott
	A. Jordan	E. M. Cincebox
518	H. S. Brook	V. E. Whited
	T. Purcell	C. H. Rose
1643	W. C. Cowgill	W. W. Fisk
1362	M. Mercereau	P. J. Canny

TIOGA DIVISION.

402	W. S. Scott	A. Bunn
401	F. Hebe	D. O. Smith

PENNA. R. R. BRANCH.

897	M. H. King	F. Buck

MEADVILLE DIVISION.

Engine No.	Engineer	Fireman.
667	Frank Jones	John Bechtle

THE EVOLUTION OF TRAVEL.

To demonstrate the evolution of transportation methods, especially in the United States and Canada, a Travel and Vacation Exhibition will be held in the New Grand Central Palace from May 23 to 30. It will be the first exhibition of its kind ever held in the United States.

Relics, originals and models, have been obtained from the United States Navy, the Smithsonian Institution, railroads and steamship companies and traffic clubs. Among the exhibits will be models of the U. S. S. Oregon, first commissioned July 15, 1896; the U. S. S. Kearsarge, (new), first commissioned Feb. 20, 1900; U. S. S. Connecticut, first commissioned Sept. 29, 1906, and the U. S. S. Florida, first commissioned Sept. 15, 1911.

The Government will lend a large sized model of the Panama Canal. Among the exhibits from the Smithsonian Institution are models of early steamboats—the steamship Savannah, Robert Fulton's Clermont, John Steven's Phoenix and John Fich's steamboat. Other exhibits will be the first two cars drawn by steam locomotion, recently brought from England; the original grasshopper engine, the first engine built in this country by Peter Cooper of New York, the boilers made of gun barrels.

Some of the modern exhibits are unusually attractive, especially those which refer to exploration. The sledges used by Peary and a model of the little sailing vessel Gjea, used by Amundsen in his trip through the Northwest Passage, will be shown.

The most recent addition to the collection is an old stage coach used by John Brown in his trip through Iowa.

QUIRK'S FIRE BADGE.

John J. Quirk is the Erie's Agent at Bergen, N. J. He is a Jersey City Fire Commissioner, as well.

The numerous political and railroad friends of John, gave him a banquet recently at a popular hostelry, near the Hudson County Court House, and then they surprised him with a beautiful diamond-studded fire badge. All this occurred after the spread.

Among the city dignitaries present, were: Mayor H. Otto Wittpenn, who made the presentation speech, and spoke in high terms of the fine character of Mr. Quirk.

The whole affair was a surprise, and Mr. Quirk was almost carried off his feet, but when he pulled himself together, he made a very neat speech, and, in thanking his friends for the beautiful gift, said he believed himself to be unworthy of it, and yet would try by his acts to prove that their confidence in him was not misplaced.

PLEASE OMIT TOBACCO.

An order issued by Superintendent Batchelder of the Meadville Division, is directed to all employes, who are in the habit of using tobacco while on duty.

The order is a very polite one, and states that the tobacco habit is not only unsanitary, but objectionable to many persons with whom employes come in contact. It applies as well, to employes in the following departments: Office and station forces, towers and telegraph offices.

Many of the Meadville Division employes have given the order careful thought, and it has caused considerable discussion, but there does not appear to be any opposition to it. The men take the view that there is ample time for indulgence in tobacco while off duty.

HAD THE MOVING MANIA.

Sunday School Teacher — What! Don't you want to go to heaven when you die? Little Emma—Well, you see our family couldn't think of living in one place the whole year round.—"Puck."

PLAY BALL, BOYS! "EVERY-BODY'S DOIN' IT."

HEADQUARTERS BASEBALL.

On April 20, the General Freight Office Baseball team, and the Stores Department, played an exciting game at Prospect Park, Brooklyn, N. Y.

The game resulted in a tie, the score being 6 to 6. The feature of the game was the wonderful pitching of "Stoeber" of the General Freight Office team who allowed the visitors but two scratch hits, but ragged support combined with a wild throw netted them 6 runs.

After the visitors secured their 6 runs in the 4th inning, the Office team came right back at them.

Findly led off with a clean single over the third baseman's head, only to be forced out at second on Reinbrecht's grounder. Reinbrecht safe on first. The next man up "Jimmy" Rigby, the crack shortstop of the Office team, landed on the first ball pitched, for a single over second. After that the visitors went up in the air. The Office team secured 4 runs in that inning, and the very next inning tied up the score. The game was called at the end of the 7th inning, to allow the visitors to catch a train.

Heck, who pitched good ball for the visitors, allowed but six hits, but passed five men.

The box score:

								R.	H.	E.
S. D....	0	0	0	6	0	0	0	6	2	3
G. F. D..	0	1	0	0	0	4	1	6	6	5

The General Freight Office team is ready to meet all comers, for information address Charles Stober, care the General Freight Office of the Erie Railroad Co., No. 50 Church St., New York City, N. Y.

CLEVELAND'S BALL LEAGUE.

The Cleveland Railroad Baseball League, has perfected a permanent organization, with the following officers representing Cleveland Lines:

President, F. H. Brunner, W. & L. E. R. R.; First Vice-President, H. Hamilton, Pennsylvania Co.; Second Vice-President, T. F. McAnerney, Erie Railroad Co.; Secretary, A. J. Freeh, L. S. & M. S. R. R.; Treasurer, C. S. Sellman, N. Y. C. & St. L.

A regular schedule of games will be played, the majority of which it is felt will be won by the Erie team, the efficiency of which, it is believed, is second to none in the league.

In addition to regularly scheduled league games, Sunday and holiday games with independent teams, may be arranged for, by applying to Manager, Peter Murphy.

CLEVELAND BALL TOSSERS.

The approaching baseball season finds the boys of the Cleveland local office busily engaged in promoting a team to represent the Erie in the recently organized Railroad League.

The prompt and generous responses accorded them by men in all branches of the service, bespeaks the generosity and loyalty so characteristic of Erie employes.

To still further awaken interest in the team and, incidently, to procure the money necessary to enter a uniformed team in the League, they arranged a grand ball at Tiffany's West Side Academy, Tuesday evening, April 30th, on which occasion they had with them some of Cleveland's notables, including Cleveland's favorite, Johnny Kilbane.

The sale of tickets was sufficiently large to have netted the boys a nice revenue. It was also one of the largest and most popular social affairs of the season.

JERSEY CITY CHALLENGES.

D. D. Coleman of the Jersey City Shops, is Manager of a snappy bunch of ball tossers, that is after gore this season.

The Coleman's are so sure that they can take the measure of other teams of the Erie System, that they boldly announce their desire to tackle any team east of Chicago.

The lineup is as follows: Charles Tittsworth, pitcher; Jake Loren, catcher; James Williams, first base; Mike Collins, short stop; Dave Corcoran of turntable fame, second base; Charles Sinonski, third base; Mike Mamon, right field; Mike Coleman, left field; C. P. Smith, centre field; substitutes, C. Osborn, ex-pitcher; John Byrne of Tenafly Tower, Umpire; Jack O'Neill, mascot; Jack Carlough, field captain.

All challenges should be addressed to M. Collins, 87 Grove Street, Tenafly, N. J.

BALL TOSSERS TAKE NOTICE.

A base ball club was organized on April 3rd., at Akron, O., consisting entirely of office employes. The club challenges any of the nearby Erie teams. Dates may be secured by writing to Manager C. A. Jump, care Erie Railroad, Akron, O.

H. C. BARLOW'S BOYS.

A baseball team has been organized in the Freight Claim Department of the Erie Railroad Company, which is open to play any department a game of baseball. For games, address,

W. B. Lally,
Room No. 281, 50 Church Street, City.

ERIE R. R. TRANSIT LINE.

This is the new name for the Union Steamboat Line (Union Despatch), which has been operated in connection with the Erie Railroad since 1869.

It has an enlarged fleet, regular sailings, and assures careful handling of merchandise.

The Erie Railroad Transit Canal Line, is successor to Union Steamboat Canal Line. This announcement comes from H. C. Snyder, Assistant General Freight Agent, Chicago.

ERIE AGRICULTURAL SPECIAL TRAINS.

THE Erie Railroad Company has recently run two agricultural special trains, the trains being run free, the universities providing the lecturers and printed matter.

One of these trains was run in connection with Purdue University of La Fayette, Ind., on March 27th, 28th and 29th, over the Erie R. R. from Decatur to Crown Point, Ind., 45-minute lectures being given at stations en route. This train was called the "Alfalfa Special," and 3,400 farmers attended the lectures.

An evening meeting was held in the Court House, at Decatur, the evening before the train started. Mr. C. Sumner Mumma, the well-known breeder of registered hogs, presided. An evening meeting was also held at Huntington, Ind., over which Mr. Omer Summers, President, Huntington Farmers' Institute, presided; and one of the lectures was held in the large agricultural implement warehouse of Marbaugh Bros., at Monterey, Ind.

The other train was run in conjunction with the Ohio State University, at Columbus, O., on April 3rd, 4th and 5th, over the Erie lines, from Cleveland to Kenton, Ohio. This train was called the "Corn and Alfalfa Special;" 2,400 farmers attended the lectures given on this train. The roads in Ohio are very bad, owing to the rains, or the attendance would have been much larger.

An evening meeting was held in the Chamber of Commerce in Akron, O. Mr. Vincent S. Stevens, Secretary of the Chamber of Commerce, presided. An evening meeting was also held in the Library Hall at Mansfield, O. Mr. Edwin G. Slough, Secretary of the Chamber of Commerce, presiding. The Mansfield Chamber of Commerce sent automobiles to receive the professors.

Mayors, Village Presidents, and Judges greeted the train at many of the stations, and the local newspapers of Indiana and Ohio did effective work for the special in extended notices. That these trains do good can be gathered by two facts out of many.

At Bippus, Ind., a farmer refused $150 per acre last month for a 100-acre farm, which he would have been glad to sell for $100 an acre four years ago. Prof. A. B. Graham said that in 1909, the enrollment of agricultural students at the Ohio State University, Columbus, for the two- and four-year courses was 453; in 1911, the enrollment for the same courses had increased to 920, most of the students taking the four-year course. The short eight-week course had also increased proportionately. He credited this extraordinary increase largely to the work done by the railroads.

Purdue University was represented on the special by the following professors: G. I. Christie, Supt. of Agricultural Extension (in charge for the University); A. T. Wiancko, Chief of Soils and Crops; W. C. Latta, Institute Specialist, assisted by G. M. Frier, Small Seed Specialist; J. C. Beaver, Soil Specialist; D. O. Thompson, Animal Husbandry; J. D. Harper, and the following State Institute Lecturers: L. B. Clove, Franklin, Ind.; J. P. Prigg, Daleville, Ind.; J. A. Coleman, Rushville, Ind., and Oliver Kline, President Indiana Corn Growers' Association, Huntington, Ind.

For the Erie Railroad Company, Mr. Luis Jackson, Industrial Commissioner, was in charge of both trains. The Indiana train was operated by J. H. Klein, Trainmaster, Lima Division; H. J. Klein, Trainmaster, Chicago Division; P. Herr, Conductor; William D. Palmer, Engineer; William Sigler, Fireman; B. McClain and C. E. Bellam, Trainmen; D. C. Colclesser, Road Foreman of Engines, and Orange Robbins, Helper. Among

officials who visited the train and went with it part or all of the way, were: M. H. Hardy, Division Freight Agent; M. P. O'Brien and C. L. Bingham, Milk Freight Agents; C. W. Austin and W. E. Eaton, Freight Agents; O. L. Enos, Traveling Passenger Agent.

On the Corn and Alfalfa Special in Ohio, the Ohio State University was represented by the following professors: A. B. Graham, Supt. of Agricultural Extension (in charge for the University); A. G. McCall, assisted by Geo. Livingston; W. H. Darst, C. J. Grant, C. S. Wheeler, Blair Graham, T. L. Wheeler, Agricultural Extension Editor; Alice McMillen, Stenographer, and O. M. Kile, Instructor.

This train was run over four divisions—Mahoning, Meadville, Cincinnati and Lima, with the following in charge of operation on the different divisions: P. O'Neil, Assistant Superintendent; C. G. Smith, C. H. Collopy, W. S. McNeil, J. H. Klein, Trainmasters; Thomas Fitzgerald, F. F. Kline, W. T. Drake, Conductors; E. E. Karnes, P. Pangborn, A. Diffenbaugh. Engineers; A. F. Scheutzow, A. L. Kelly, A. Strevy, Firemen; W. H. Brown, Frank Grossenbacher, H. E. Haflich, C. V. Hudson, O. W. Gamble, J. A. McDowell, Trainmen; James Hoagland, Helper; P. K. Sullivan and C. E. Booth, Road Foremen of Engines.

The same dining car ran on both divisions, with R. B. Smith, dining car steward in charge; H. A. Toppin, chef; A. Holder, second cook; R. Wright and W. H. Carter, waiters.

Among traffic officials who visited the train were: L. H. Geller, T. F. Powell, J. H. Hackett and M. H. Hardy, Division Freight Agents; C. L. Bingham, Milk Freight Agent; F. D. Austin, Freight Agent, New York; S. M. Wilcox, Import Agent, Chicago; J. D. Brown, Assistant General Passenger Agent; O. L. Enos, Traveling Passenger Agent; T. W. Jacobs, General European Agent of the Erie R. R., London, England, who is on a business trip to this country, accompanied the train for a day, and was much interested.

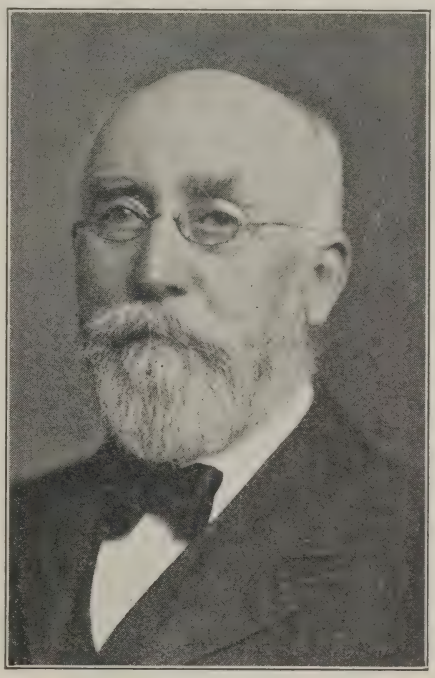
The train was made up of baggage car, dining car, and three coaches.

C. J. HORNE RETIRED.

C. J. Horne, messenger in the employ of the Erie Railroad at Dayton, Ohio, has been retired, on account of old age, he having passed his 74th birthday.

He was born in Phillipsville, now Belmont, Allegheny Co., New York, July 21st, 1837. His first railway experience was with his father, who was the first agent at Phillipsville, and for whom he worked without pay from the time the Erie Road first came through, until about the year 1851 or 1852, when he drew his first wages.

He was appointed agent at Smith Mills in 1854 or 1855, and Carrolton Station about 1860, from which station he resigned about 1865, account ill-health, the office work being too confining.



C. J. HORNE.

He immediately entered the service of the A. & G. W., Third and Fourth Divisions, as Brakeman, and ran his first train in 1866. He ran extra passenger in 1867, and regular passenger in the latter part of 1868 or 1869, and up to the time he was retired, account age-limit, Easter Sunday, 1908. He would have been 71 in July, making his life service for the Erie Railroad a continuous one of nearly 61 years to date.

There is no egotist who can compare with the one who is trying to give the impression that he isn't trying to make an impression on you.

THE BAKER VALVE GEAR.

The application of the Baker valve gear to engine 2538, one of the New York Division K-1's, which hauls trains 5 and 6, is positive proof that the new gear is considered a success. Heretofore its use has been confined to freight engines, and the very satisfactory performance of the new Mikado's, all of which are equipped with this valve gear, has warranted its trial in fast passenger service.

The advantages of the Baker gear valve over other types of gears are, briefly, as follows:

1. Simplicity of Construction.—Links, sliding blocks, eccentrics, eccentric straps and eccentric rods, are eliminated, and in their place are rods, pins and bushings, which means greater economy in maintenance.

2. Increased Efficiency of Engine.—The steam distribution is such, that with a given port opening, a greater volume is admitted to the cylinders than can be had with the Stephenson link, or other outside gear. This increases the expansion of steam, resulting, not only in a saving in steam consumption, but also gives a snappier or livelier engine. The resulting steam economy applies, also, to the fuel, for with less steam required to give a certain amount of power, the coal required to produce the steam will be correspondingly less.

3. Accessibility.—The Baker gear is very easy of access, from the standpoints of inspection, repairs and lubrication. This, because it is located entirely on the outside of the engine, Ease of inspection means minimum liability of failures in any part of the gear. Proper lubrication, for lack of which there is no excuse, makes for longer life and reduced maintenance cost of the gear.

4. Interchangeability.—All parts of the Baker gear, both for inside admission and for outside admission, engines are interchangeable. Consequently, the number of parts to be carried in stock, is minimized.

5. Frame Bracing.—The Baker gear permits of better frame bracing than can be had with inside gears, thereby reducing the liability of frame breakage.

The service of engine 2538 will be closely watched, because the greatest confidence is placed in the Baker valve gear, which will undoubtedly "make good."

From Correspondents Along the Line

SUSQUEHANNA R. R. Y. M. C. A.

March was the banner month for beds in the Association here, same being used 1,449 times.

The library has been rearranged, the old books being called in and 75 new volumes of fiction added.

The thanks of the Association are due, and are hereby tendered, to George Terwilliger, for the gift of 10 volumes added to our library recently.

Several passengers on train 4, made a flying visit through the Association rooms recently, while engines were being changed, and were very much pleased, especially with the old Erie broad gauge car, the gift of President Underwood. Come again.

At no other terminal on the Erie System are the railroad men situated so pleasantly and comfortably (or maybe if they will take advantage of it), as at Susquehanna. The R. R. Y. M. C. A. and the Erie restaurant, both situated in the depot building, while not in any sense related to each other, make a combination hard to beat. The railroad man who lays over at this point, need not leave the station to have all ordinary needs cared for. The offices of the Division superintendent, Despatchers, trainmasters, callers and telegraphers, are there, while at the Association rooms, telephones connect with the master mechanics, general foreman's, and the old and new terminal offices. At the Association, with reading matter, games, wash and bath rooms, he may profitably pass the time, and when tired, may use one of the 50 clean comfortable beds to sleep on. He may also use the tables to make out reports, or write letters; then when hungry may, for the small sum of 25 cents, secure a breakfast, dinner or supper, at the Erie restaurant, which, in point of quantity or quality, leaves nothing to wish for. And the management of both places stand ready at all times to do for the comfort and pleasure of those who come, in fact, with these comforts offered, no railroad man can afford to sleep in a caboose or bunk room, nor eat meals out of a dinner pail, while here.

One of the successful features of General Secretary Epes' administra-

tion at the R. R. Y. M. C. A. of Susquehanna, lies in the fact that he has exercised common sense and sound judgment in selecting as co-workers some of the best known Erie officials and railroad men, and business men of Susquehanna, and also secured, or retained for help in the building, those of sterling worth and ability in their respective positions. The matron, Mrs. Elizabeth Rafferty, (who has been with the Association for about five years), never tires in her efforts to have the dormitories clean and in order. John Smith, the night clerk, a former Erie employe, is always looking out for the comfort of the men, and also the interest of the Association, while the janitor, William Bryant, is ever on the job and can be relied on at all times to do the right thing at the proper time. Sergeant Charles E. Graffius, the assistant secretary, physical director and scout master, is liked by all, and has proven his ability by the large number of people he has interested in the physical department. In fact, no R. R. Y. M. C. A. in the country, has a better, or more capable set of officials or help, than the Association at Susquehanna.

The physical director of the R. R. Y. M. C. A., recently took 35 boy scouts, fully equipped with Springfield and "Krag" rifles, to the Stone Opera House in Binghamton, and gave an exhibition in fancy marching, manual of arms, rifle drill, silent drill and equipment race. This was in connection with the Society Circus held there by the Spanish-American War Veterans, and the boys took the audience "by storm," many declaring that the scouts, under the direction of Captain Graffius, outclassed in some respects, the drilling done by the local Binghamton militia. Hurrah for the R. R. Y. M. C. A., its physical director, and its boy scouts.

The business and professional men's series of indoor base ball games ended in a victory for Captain Fred Oakley's team, which meant that the team captained by Superintendent E. I. Bowen, of the Erie's Delaware Division, had to settle for the supper; however, this did not seem to be discouraging to them, and the banquet they provided at the Erie restaurant, was something "great," and the spirit of good fellowship that existed, made it an occasion long to be remembered. Rev. F. W. Asquith, acted as toastmaster, while several responded, among them being Lawyers Skinner and Curtis, and District-Attorney John Ferguson, E. I. Bowen, General Secretary William Epes, and Umpire James Tinkler.

NEW YORK DIVISION.

It was with no little surprise that we heard of the marriage of R. D. Kithcart, formerly of Wortendyke, to Miss Daisy Kinnard of North Paterson, on Saturday, April 6th. Mr. Kitchcart, who is now employed as stenographer to Mr. G. B. Owen, Eng. M. of W., entered the service of the Erie on May 12th, 1905. Reuben has the reputation of being an all-round base ball player of note, and we can't understand why he doesn't organize a team and challenge the boys across the river. Mr. and Mrs. Kithcart spent their honeymoon at Washington, D. C., and will reside in a new and cosy furnished home at North Paterson.

G. L. Morgan, the popular young brakeman on train No. 154, formerly of Port Jervis, but now of Harriman, has announced his engagement to Miss Florence Daley of Port Jervis. His fellow employes wish him every happiness.

J. Katerat, flue and grate cleaner, was instantly killed April 23rd, at Croxton roundhouse, while performing his duties. Mr. Katerat was 22 years of age and resided at 52 Van Winkle Avenue, Jersey City.

One of the saddest accidents which have happened in some time, occurred on April 20th, to Thomas J. Collishaw of West Orange. "Tom" who was brakeman on the Greenwood Lake Division way freight, while performing his duties, fell beneath one of the cars and was very seriously hurt. It is hoped by all his friends that Tom will soon be with us again.

C. A. Tower, formerly tailor to Erie Railroad employes, has been relieved of further duties in connection with the Erie, but the services of Gelsomino Taglianetti have been engaged.

Tracy Moffat of the despatcher's office, is to be married on May 22nd to a young Miss of Rutherford. Tracy is well-known throughout the Terminal, and the good wishes of his fellow employes are extended. Leonard Riker, formerly agent's stenographer at Rutherford, but now located in the chief despatcher's office, is to act as best man.

The despatchers surely do appreciate the new furniture supplied them by Mr. R. S. Parsons.

A. B. Cohn, who has held the position of chief stenographer in the superintendent of terminals office, for the past year, has been promoted to the position of casualty and statement clerk, formerly held by Ernest Colzmann, who resigned to accept service elsewhere.

It is with great regret we state that John A. Connolly failed to bring the Terminal, likewise the K. of C. into prominence, when he bowled in the recent National tournament at Paterson. However, "Johnny" is practicing for future events, and he feels sure that when Paterson gets the tournament again, he will atone for his recent showing.

Edward B. Edell, formerly of Superintendent Parsons' office, is now chief stenographer in Superintendent of Terminals June's office.

"Red" McDermott, chief clerk to terminal trainmaster, in his leisure hours on Sundays, plays baseball under the colors of the Hoboken Club. It can be said of "Mac", he is no mean player, and the "Observer" last year had many special features on his ability as a ball player.

It is with great regret that we announce the death of Mrs. C. W. Hull, wife of C. W. Hull, train baggageman, which occurred April 9th.

John H. Jerome, formerly signal maintainer of the E. & J. R. R., has been transferred to a like position on the Main Line, his territory covering from Goshen to Otisville. While stationed at Campbell Hall Mrs. Jerome presented "Jack" with a bouncing baby boy.

Harry E. Case, who served under Mr. Jerome as batteryman, was promoted to the position of maintainer, to fill the vacancy left by Mr. Jerome and has as his assistants C. H. Perkett, as batteryman, and N. F. Jerome as lampman.

Henry Van Houten, bridge inspector, and champion angler of the Greenwood Lake Division, is busy these days preparing his camp at the "Glens," and expects to have everything ready when the law goes off on pickerel. "Van" has a fine camp, and catches some big fish.

On March 15th, A. B. Caldwell was advanced to the position of supervisor of the N. J. & N. Y., Northern Railroad, and the Piermont Branch. Mr. Caldwell, who is one of the best liked young men employed at the Jersey City Terminal, commenced his railroad career as transitman on the N. Y. S. & W. R. R. in April, 1909, where he remained until September of the same year, when he decided to accept the position of transitman on the New York Division. He remained on the engineering corps until April, 1910, when he was promoted to assistant supervisor of terminals, in which capacity he served, previous to being advanced to his new position. We wish him every success in his new undertaking.

It was announced in the last issue of the magazine, that W. Allen Sproat of Paterson and upper Montclair, was looking forward to the time when he would be transferred from the position of clerk in Superintendent Parson's office, to student foreman. Just wish to say that "Bill" is "still" looking forward to that time. By the way Bill, when are you going out on the track? You might ask "Willie" Penny.

ROCHESTER DIVISION.

On Sunday morning, April 7th, a runaway occurred near Ashantee, N. Y., and through the heroic efforts of Conductor E. H. Leary and Motorman J. S. Skelly, on electric train 403, a bad accident was averted. They stopped their train and went to the assistance of the occupants of the carriage, a young lady and gentleman, and a young baby, who were overturned into the mud. No serious damage resulted. Electric train 403 reached its destination on schedule time, which shows that the electric trains on the Rochester Division are run on time, when the conductor and motorman are able to stop their train and render valuable assistance in runaway calamities.

T. J. Flynn, of Hammondsport, N. Y., formerly chief clerk to former General Agent C. P. Utley, of the Bath & Hammondsport R. R., has accepted a position in Superintendent R. E. Woodruff's office, and with his family will reside at Avon, N. Y.

Much sympathy is extended to Ticket Agent Charles McNamara at Rochester, N. Y., in the sad loss of his estimable mother, who passed away at the family home on April 14th.

Dallas Newton, of Geneseo, N. Y., succeeds G. J. Callahan as division claim agent.

The death of B. E. Pitcher, one of the dispatchers in the Rochester office, occurred at his home in Rochester, N. Y., on Monday night, April 8th, after a lingering illness of several

months and intense suffering, with heart trouble and dropsy. Mr. Pitcher was born in Oswego, N. Y., December 22nd, 1872, and began the study of telegraphy when a young boy, becoming a very proficient operator, having worked for the Erie R. R. Company at Wayland and other stations for many years, until his appointment as dispatcher, about two years ago, when he moved with his family to Rochester, N. Y. He was highly esteemed by his many railroad associates and friends. He is survived by a widow, three daughters and two sons, his mother and one sister, to whom the deepest sympathy is extended in their sad bereavement. The funeral services were held from St. Joseph's Church, Wayland, N. Y., his former home, with interment in the Catholic cemetery.

Thomas Brennan, the soldier freight conductor, whom we mentioned in the last issue, as having returned to work, after being confined in the hospital most of the time since last August, due to an accident which befell him at that date, has now joined the "rank of benedicts," having recently been married to Miss Margaret Elizabeth McDonald, of Kingston, Ontario, Canada, a trained nurse, who cared for him during his stay at St. Mary's Hospital, the romance ending in the fair young lady becoming his bride.

E. O. Tiffany, for many years agent at Kanona, N. Y., has been appointed agent of the B. & H. R. R. Co. at Hammondsport, N. Y. C. D. Berman, recently employed as operator at Avon, N. Y., succeeds Mr. Tiffany as agent at Kanona, N. Y.

L. H. Roblee, who succeeded C. E. Boynton as general foreman of the Avon shops, and Mrs. Roblee, have moved to Avon.

P. J. Hannifin, road foreman of engines, is in attendance at a meeting of the Supervisors of Locomotive Operation and Road Foremen of Engines, now being held at Meadville. Among the most important topics under discussion are economical operation of locomotives, best methods for saving fuel, oil, etc.

Before leaving Avon to assume his new duties, as special instructor of apprentices at Meadville, former Master Mechanic F. G. De Sausure, was presented by the employes of the Avon shops with a brass desk set; and former General Foreman C. E. Boynton, who left for Rocky Mount, North Carolina, was the recipient of a gold watch chain with Odd Fellows charm.

Erie Hose Company No. 1 held a five act vaudeville entertainment in the Avon Opera House on Monday and Tuesday evenings, April 15th and 16th, which was well received by the large crowds in attendance each evening, and the proceeds, which netted the boys a goodly sum, will be used in the purchase of uniforms.

BUFFALO MACHINE SHOPS.

Steve Drury, Machinist Handyman at this shop, has proved himself a very enthusiastic worker when it comes to getting new members into his lodge. Steve is a member of the "Woodmen of the World," and has recently obtained several new applications for membership from his fellow workmen, among whom were the following from this shop: J. C. Pierce, William T. Sinclair, N. Carlin, Wm. Barnes, Phil. Stoberl, Russel Gaiser, and Geo. Barnes. All of the above mentioned applicants have already "Rode the Goat," and are now full-fledged "Woodmen."

A. Ort, Machinist Helper, was recently approached by a young lady who asked him to get married (undoubtedly this was due to the fact that this is leap year). Albert felt quite embarrassed, drew his breath and replied, "What the .... do you think I am?", after which the lady remarked to him, "Why you look good to me."

Jacob Emo, formerly Coppersmith at this shop, resigned his position to accept a similar one with the D. L. & W. R. R. All the boys wish him the best of success.

William T. Sinclair, Messenger at this shop, who, although only in this country but a few months, is a thorough and loyal citizen, proof of which is that he is now a member of the 74th Infantry, N. Y. S., and makes a very fine appearance when donned in the uniform of Uncle Sam. During a regimental review, which took place at the armory on April 25th, many eyes were attracted towards William, by the manner in which he went through the manual exercises, and many were under the impression that William had served as a soldier in Scotland, prior to coming to the United States, but such was not the case, as William is a brand new soldier and is learning his lessons exceedingly easy.

Philip Stoberl, Machinist Handyman at this shop, as previously stat-

ed, has joined the order of the "Woodmen of the World," in adition to this he is also contemplating joining the order of "Benedicts," and it is understood that he is to be married during the early part of May. Phil says that a "Mayrose" is better than a June Bride. Good luck to you, Phil, and hoping that your troubles will all be little ones.

The boys at this shop have been indulging in the game of quoits during the dinner hour. Messrs. Frei and Piske, champion quoit players of Buffalo Machine Shop, lost the title to two young players in the names of Messrs. Pierce and Sinclair, the latter known as "Scotty" Sinclair. The bright feature of the series was the brilliant playing and accuracy of the latter two gentlemen. The champions started off with a clean win, and it looked as though they were going to "sweep the boards" with the youngsters, but the latter settled down and "put it all over them." Mr. Sinclair had the honor of winning the second game by throwing a ringer when the score stood 20 to 18 in the champ's favor. The last game was a "walk away" for the youngsters, when they took the lead at the start and were never headed. The new champions are willing to defend their title against any and all comers on the Erie System. Address all communications to William Sinclair, Messenger, Buffalo Machine Shop. Score as follows for three games:

Frei & Piske	21	20	14
Pierce & Sinclair	11	21	21

N. Y., S. & W. DIVISION.

The crossing watchmen throughout the City of Hackensack and Paterson, have begun to plant flowers in the beds alongside their flag shanties, and the effect is quite noticeable. Great credit is due these men for their efforts in beautifying the right of way, and the keeping of the crossings in clean condition.

April 17th, 1912, Eureka Division, No. 174, Order of Railway Conductors, gave its annual supper and dance at the Borough Hall at North Paterson. The supper was served by the following ladies: Mrs. William Kithcart, Mrs. Geo. Labar, Mrs. Walter Long, Mrs. Uriah Smith, Mrs. Harry Lange, Mrs. Smith Courter, Mrs. Elmer Tidaback, Mrs. Joseph Preston, Mrs. W. M. Stiles, Mrs. George Robbings. The officers of the ball were as follows: Floor Manager, L. E. Paulison; Assistant Floor Manager, George Long; Floor Committee, B. Stinnard and Harry Lang; Committee of Arrangements, Smith Courter, Chairman; William Kithcart, Secretary; Walter Long, Geo. Ackerson, Thos. Gray and E. J. Dotter. Over three hundred people were present, despite the rainy night, and an enjoyable evening was spent by all present.

Amos Munson, dispatcher, has returned to shops, Stroudsburg, Pa.

E. M. Terhune, dispatcher at shops, has been transferred to Jersey City.

P. J. Flynn, operator at shops, has been transferred to Jersey City, this change being due to the temporary abolishment of the dispatcher's office at Shops, Pa.

Floyd Kitchen, has been appointed section foreman at Hainesburg, N. J., vice Theodore Read, resigned.

E. Miller, has been appointed supervisor's clerk at Blairstown, N. J., vice T. E. Fuller, transferred.

On Saturday evening, April 20th, Divisional Association of the N. Y. S. & W. Agents and Assistants, assembled in Paterson, N. J., and held a very interesting meeting. They had as their guest, Mr. F. T. Zellers, car distributor of the N. Y. S. & W. R. R., who spoke of the home routing of cars and other matters, which an agent could assist his department in.

ALLEGHENY DIVISION.

F. C. Hawkey, of the Freight office at Salamanca, has accepted a position with the Western Electrical Co., at Erie, Pa.

A. Wagner, a former employe in "DX," is in Salamanca for a short time. He is now with the Star Electrical Co.

Mr. and Mrs. H. L. Brohm are happy over the arrival of a daughter. Mr. Brohm is Dispatcher in "DX."

E. H. Landon, Stenographer in Division Engineer's office, was called home, April 23rd, on account of the death of his sister.

Salamanca's Country Club has been a hard place to get to for some time past, account of the bridge being taken away by the heavy ice jam during the latter part of March. In order to reach there now "one has to paddle their own canoe," or else be a good tight-rope walker.

The work of tearing down Frank's livery barn on Atlantic St., opposite

the Erie Station at "UK," has already been started. J. W. Mulcay will erect a three-story brick block on the site.

The Agents' monthly Staff meeting was held in the Superintendent's office, on April 16th. Several agents on the Allegheny and Bradford Division were present.

L. W. Hendricks, formerly of Salamanca Shop, has been transferred from Hornell to Bradford, as General Foreman.

DELAWARE DIVISION.

The Susquehanna Y. M. C. A. was represented in the Spanish War Veterans' Benefit, held in the Stone Opera House, Binghamton, April 13th, by a company of Boy Scouts under Sergeant C. E. Graffius, Physical Director. At the matinee, the Company was put through a thirty-minute drill in twenty minutes, and in the evening, a ten-minute fancy march, when they made the decided hit of the performance. Their drilling and marching ranking well with that of Company H of the New York State Militia.

Walter P. Smith, Stenographer to Chief Dispatcher Hanrahan, resigned, April 12th, to take up agriculture as a life study. His vacancy was filled by Harry Tesky, late of the Mechanical Department. In the words of our genial Master Carpenter, "The world goes on just the same."

W. B. Canfield, Stenographer to Superintendent E. I. Bowen, officially opened the Erie fishing season, by taking nine of the denizens of the deep from a branch of Stairrucca Creek during the first part of April.

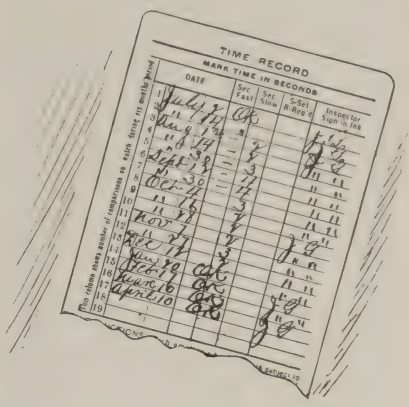
J. G. Glazier, our belt-breaking General Yard Master, celebrated his —— birthday at his home in Syracuse, N. Y. The above space is left blank on account of the deficiency in ability of the correspondent in getting the age of Mr. Glazier. Just guessing, however, we would say about 32.

BRADFORD BREEZERS.

James Birmingham, train baggage agent, who has been laid up for the past year with rheumatism, has recovered so that he may once more resume his run on the passenger train.

John Kelly has returned from a trip to points in Texas. He was accompanied home by Mrs. Kelly, who has been visiting friends there.

Maximum Variations in Ten Months—4 Seconds



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THE MASTER TIME PIECE

"Mart" Wade, who was recently injured, at Alton, has recovered so as to be able to be around once more. Every one is congratulating him upon his rapid recovery.

William Sharp, who has been confined to his home by illness, nas recovered so as to be able to resume his duties. Mr. Sharp has the sympathy of the Bradford Division in his bereavement, having lost his father, David Sharp. Mr. Sharp was a familiar figure at the Bradford Station, and had many friends who will miss his ever-ready wit.

Harry Robison, night fireman at the shop, at present holds the fishing record on the Bradford Division. Harry brought in one of the nicest strings that has been seen in this city.

The gates at the Main Street crossing have been overhauled, and Jim Patton is in his glory now, having four gates to operate.

Motor car 4001 has been placed in service after being overhauled at the Buffalo shops.

FROM MEADVILLE SHOPS.

Dr. E. B. Landon, chief chemist of the Erie, addressed the Literary Round Table, on Railroad Chemistry. His address was published in the local press.

Earl Wagner, chemist, has retired from the Erie's service to enter the service of the Delaware, Lackawanna & Western R. R.

Earl Horne, machinist in the tool room, died after a long illness. He was a graduate of the Erie and well liked; a widow survives him.

The freight agents of the Ohio Division, held their April meeting at Meadville, at the close of the session they visited the local office and freight house, and yards, under the guidance of O. C. Coleman, local freight agent.

The road foremen of engines, were in session for two days at the shops. Mr. Hays, chief of the Locomotive Operating Department, presiding.

Mr. de Saussure has been placed as Technical Instructor of Apprentices, succeeding Mr. R. Dracoo, who was transferred to Cleveland, Ohio.

All departments in the back shops, were reopened April 8th, after a shut down of eight days. At this writing they are running 55 hours per week.

Master Mechanic T. J. Cole, spent several days at Kent, on business for his department.

The machinery for electric welding, has been placed in position.

Several of the large boring and wheel center machines, are having a general overhauling under the supervision of Foreman James Whitworth.

A. Nunn, superintendent of machinery, has been assigned to the territory east of Salamanca as superintendent of machine and tool rooms.

Alex. Peelman has retired from the service of the company as assistant foreman of boilermakers. A young man from Buffalo succeeds him, as assistant to Thomas Kulim, foreman of boiler shop.

MAHONING DIVISION ITEMS.

John Coole, Engineer, Youngstown, Ohio, has been off sick for the past two months, and is reported as being in a serious condition, with small chance for recovery.

J. H. Kelly, Engineer, Cleveland, Ohio, was along the Division during the week of April 14th, calling on friends and relatives on his way to Canada, where he was going to rest up. Mr. Kelly has been off sick since December 11th, 1911, and three months of that time was put in in bed.

W. J. Holbrook, Telegraph Operator at Leavittsburg, resigned February 29th, after being in the service for twenty years, he has moved his family to Rochester, N. Y., where he entered business with his father.

James Laughlin, Brakeman on Randall ore dock crew, died suddenly, at Randall, about 11 o'clock on April 2nd. His brother John, who was Agent at Solon, Ohio, died in the same manner about two years ago, while performing his duties. He was a brother of Frank Laughlin, Freight Agent at Cleveland, Ohio.

F. H. Andrews, Dispatcher, Youngstown, Ohio, went duck hunting on Lake Erie, the forepart of April. The party reports shooting 134 ducks in the few days' hunt.

DINING CAR DEPARTMENT.

Steward Wm. Ross has been transferred from Buffalo to Chicago line and Steward H. V. Ellis from Chicago to Buffalo line, temporarily.

Steward J. J. Barwig has been transferred from Cleveland and Pittsburg line, to Chicago line, and Steward R. Q. Prall from Chicago to Cleveland and Pittsburg line. We are not very much exercised over John, but Oh! Ronnie, do be careful, please,

we are very much worried about you.

A favorite expression of one of our Stewards, "with or without." For explanation, ask H. E. Cox.

Deacon Robert H. (Dick) Frazier has become doorkeeper in the Sons and Daughters of Moses. That explains the unsuccessful efforts of Major Burke, Colonel Turner and "Charlie" Woods and others becoming members. No use boys, you can't get by "Dick."

We think we have the champion "economist" of the United States in this department in the person of Porter Thomas W. Wisher. The other day he was walking up Pavonia avenue with a friend, when he said, upon passing an ice cream parlor, "come in, let's have a glass of soda; I'll treat." Upon entering the store he said: "What are you going to have; I'll have a glass of vanilla," laying five cents on the counter.

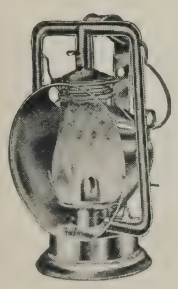
That famous band of men known as "The Hot Air Association," or the "Black Herald," wishes to announce that, because of the extreme cold weather no meetings have been held for some time. However, as soon as the weather becomes warm enough, they will hold their usual meetings at the regular place on the sidewalk, and will, as soon as possible, issue their annual schedule for the re-arrangement of the entire railway service. No one is eligible to office or membership in this association unless he has a splendid gift of gab, a rasping voice and can make a lot of unnecessary noise.

Waiters Frank Ross and Frank Wise, both of whom recently underwent operations, are improving and we hope to see them "carrying the pan" again very shortly.

Second Cook J. Bellfield has been promoted to acting first cook.

Private Car Cook "Charlie" Woods is the oldest cook in the service, yet we always have a good laugh with him every time he goes out, to hear him ask a certain "head man" how to season with bayleaves. That's right, Charlie, keep up with the profession.

Ham's "Empire"



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A splendid lantern for car inspectors' use.

Fitted with polished hood and 5" silvered glass reflector.

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Ingram, Va., Mar. 1, 1912. Gentlemen—I have already received 2000 parcels of mail, and still they come, scores of papers, samples, magazines, etc. for which I had often paid 10 to 25c each

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Railway Necessities, Vestibule Diaphragms, Inlaid Linoleum, Napier Matting, Special Rubber Goods, Car Furnishings, Copper Knobs

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FROM KENT SHOPS.

George Reeves, employed in blacksmith shop, has achieved quite a notoriety as being handy with his fist. He lately engaged a professional boxer, at Akron, at an entertainment given by the Akron Athletic Association, in a four-round glove contest, and the same was declared a draw. Keep it up, George.

The completion of 200 steel underframe flat cars assigned to these shops for construction, has been accomplished, and were immediately put in service when they left shop tracks, and assigned to transportation department, which was greedily waiting for them, as there is a large demand for flat cars.

The Erie depot dining room is being generally remodeled, and the dining service will be largely improved, by the introduction of larger tables and seating spaces, also the equipment of same with modern style furniture, and, it is said, this one will lead all dining rooms on the system in appearance, elegance, and service.

Loui says he is not taking on orders for fish yet, but will shortly, when the weather settles down and gets warmer. As he is in the habit of going alone, and, therefore, no witnesses to his catch, but they say that he recently had a string of 18 and their total weight was 6 lbs., or an average of 4 2/3 oz. each fish. Some fish.

CLEVELAND SHOP NOTES.

Owing to the recent shutdown of the shops, items are scarce, but the revival of better times, will bring about the usual grist.

George Westall, the veteran, and always reliable correspondent of this Magazine, has changed his spot, like the proverbial leopard, and can now be found at 5404 Broadway.

Master Mechanic Boyden, the boys say, fits in the position with the ease of an old shoe. Well, why would'nt he, has'nt he been around the shops as general foreman so long that he knows every square foot of plant?

It is with the deepest regret that we announce the illness of Charles Hoffman, conductor of the freight house switching crew. On the morning of April 18th, he was seized with violent pains in his lower right side, and was hurried to St. Alexis Hospital, where his trouble was diagnosed as appendicitis. An operation was performed the following day, and it is a pleasure to state that he is getting along nicely and out of danger, unless some unforeseen complication sets in .

GALION SHOP SHOTS.

Event superb; Fete militarie and extraordinaire; His Royal Highness, Prince Henry of Prussia, will arrive in Galion on a special train over the Erie, at 5:05 P. M. on Wednesday, February 26, 1902.

The Wheel Klub is still on earth and doing business at the old stand. The Wheel Klub has arranged to give the Prince a reception, that will chill him to the marrow, make the cold sweat run on his sacred person, like the oleaginous flow of the ordinary goose grease; make his Royal hair and facial hirsute growth, stand like quills upon the fretful porcupine—that evening—and give him a dark brown taste and a swelled Ko Ko the next morning, all of which will cause him to regret that the good time didn't continue always.

All members of the Wheel Klub will assemble at the Temple, wearing only their badges and their unswerving integrity, in time to meet the train, which will run as second section of train 13, Engineer Fast, and Fireman Shepherd.

The Erie Glee Club will greet his Royal Highness at the station with "Der wacht em Rhine" and a pair of Jacks—Pinchney and Ely—will fire the salute of twenty one guns from their new Marlin rifles.

The parade will then form, headed by a platoon of police, attired in gingham aprons and dish rag belts, half of the force carrying boxes of Gold Dust and Ivory Soap. The Prince will take Lundy's new rubber tire Katzenjammer, and will be escorted to the Central Hotel by the Wheel Klub, to the inspiring strained efforts of the Kickinger Band of one hundred celebrated tyros.

As the Prince alights from the carriage the band will play "Hei-Lie, Hei-Lo" in a manner, never to be forgotten. Drs. Huffman and Morgan will make a public X-Ray examination of the Prince's stomach after the piece.

After mine host Davis throws a few schnapps into His Royal Highness, the latter will feel to the full, the force of the American hospitality. He will then dine in private and then will come.

The program, a trolley ride to Bucyrus; visit to Hokey Mader's and

Billington, Hutchinson & Co.

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John Cocin's; inspection of the Seccaium Park lagoon, under the direction of Commodore George Fuller, thence to the Military Carnival, then inspect the police force, jail and fire department, which will make a run, if the streets are slippery enough—then a visit to Motch's Lake, the Erie Reservoir, Pickle Run—which is at its best by night—inspection of North Columbus street paving, the new sewer system and disposal plant, and the Erie shops, which Julius Bracher moved to Marion.

Then will follow the initiation and banquet at Orr's resturant, Julius Bracher, toastmaster; the dishes to be washed by the police. The following committees have been appointed:

Reception—A. G. Ferris, "Rag Baby Huffman," Peg. O'Neal, Max Boehm, Albert Welsch, Fred Sick Miller, George Lundy, Col. Willie Bland, R. W. Davis.

Red Fire and Fire Water—Chas. Errett, Con. Bittner, J. B. Holmes, "Doc." Weaver, A. W. Faber, Charles Reister, W. H. Helmuth, Ren Hubley, Jeff Ganshorn, James Morris, Jacob Bollerer, Frank Baumgartner.

All citizens are requested to decorate their residences and places of business, and use plenty of red fire. The Wheel Klub will use all the red tape necessary.

Things have improved quite considerably since this sketch has been written. North and South Columbus streets are paved; also East and West Main, and the work of paving Atwood street is now in progress and Union street is soon to be paved. The disposal plant is now completed and is a very great improvement to the City of Galion. Pickle run is practically a thing of the past, and there are several good, thriving industries, here and several more are soon to be located. Much credit is due the Commercial Club for its untiring efforts to bring new factories to this city.

John Unterwagner of the tank department, and Mrs. Anna Fox, were united in marriage, Feb. 10th, 7.45 A. M. by Rev. Keyes of St. Patrick's Church. A bridal party was given at their home on Charles street in the evening. The newlyweds received many pretty and useful presents. A feature of the evening was a loud clamorous old fashion "belling." The boys joined in wishing Mr. and Mrs. Unterwagner a long and happy life.

A new sanitary drinking fountain has been installed in the back shop.

Mr. and Mrs. Ankle, spent several days with the former's parents at Newark, Ohio.

Harry Connors, of the Fitting Department, and Mrs. Susan Glancy were united in wedlock April 15th in Bucyrus. They walked two miles out of town to get a car, as they wanted to give their friends a surprise, but several of their friends were at the Court House to meet them. "Tim," you and Mrs. Connors have the best wishes of the shop boys for a long and happy life.

CHICAGO & ERIE NOTES.

F. T. Burdge, until recently a freight conductor on the Lima Division, is now employed as chief night caller at Marion, O., for the Erie

Dispatcher H. C. Weiford, has severed his relations with the company and moved his family to Springer, N. M., where he will make his home.

Ralph E. Hoard, lately a dispatcher for the Erie at Meadville, is working a trick regularly at Huntington, Ind.

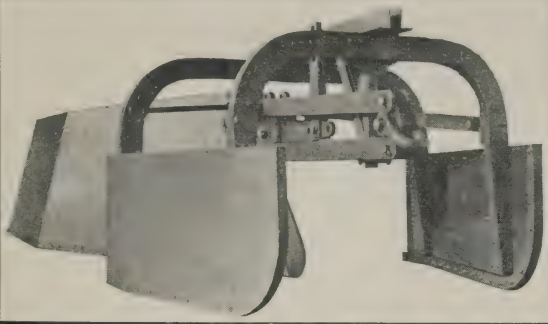
Erie patrons will soon have the privilege of an up-to-date lunch room service in Huntington. The building for such use is nearing completion, and the equipment, when installed, will be entirely new. The improvement effects a rearrangement of the present station building, and provides Superintendent Baldwin with a new office, and his clerical force with larger quarters.

Chief Clerk to Superintendent Baldwin, Windle, loses one of his most capable employes, when the resignation of Thurman Yoose goes into effect soon. Mr. Yoose leaves railroad work to enter business with his father at Markle, Ind.

The office of night chief dispatcher in Huntington has been temporarily abolished. In consequence of this action, Mr. W. I. Briggs, formerly night chief dispatcher, returns to a day trick dispatching.

Miss Ann Tilden, who holds the title of Relief Agent for the C. & E. Division, is at present located in the Huntington dispatcher's office, acquainting herself with the routine of the car clerk's work.

A man who goes around with a chip on his shoulder will finally encounter as big a fool as he is and there will be a fight.



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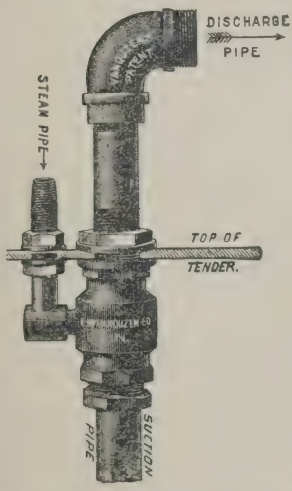

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WANTED—Second-hand railway velocipede, motor or hand power. Give full particulars and price in first letter. Have for sale or exchange Yetman Transmitter-typewriter in first class condition. M. F. Baker, Opr., Lock Box 351, Andover, N. Y.

BUFF Orpington eggs for sale from prize winning strain. $1.50 for setting of 15. Apply to Geo. M. Kane, Craigsville, Orange Co., N. Y.

DAY old White Leghorn chicks, 12c. each; day old White Orpington chicks, 15c. each; White Leghorn eggs for setting, 13 eggs 50c. setting in season. F. L. Howard, Erie Oil Room, Hornell, N. Y.

FOR SALE—Eggs for hatching from six leading varieties of pure bred poultry; one nice Buff Orpington cockerel at $2; also one pair of Toulouse geese and eggs for hatching. Write your wants to M. Malzahn, Sparrowbush, N. Y.

FOR SALE—Smith Premier typewriter No. 2, almost as good as new, at the biggest bargain ever offered. C. B. Karns, 439 Baldwin St., Meadville, Pa.

FOR SALE—First class rabbit hound. Fine coat and markings and a great voice; send for photo. G. M. Carpenter, agent, Glen Eyre, Pa.

FOR SALE.—S. C. Black Orpingtons in three years' showing have won 29 first, 27 second, 15 third, 13 fourth and 38 specials; have won first ribbon over birds that cost $150 each. Write W. J. Shepherd, Lima, Ohio, R. F. D. No. 1.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production — Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE — White Plymouth Rocks and Silver laced Wyandottes; quality kind. Eggs for hatching. Some cockerels. J. E. McMunn, Greycourt, N. Y.

FOR SALE — Now—S. C. White Leghorn eggs for hatching, $1.25 per 15; $2.25 per 30; $5.00 per 100. My pens are strong, vigorous birds and bred for good winter layers. Address Foster Fryberger, 202 S. Mantua St., Kent, Ohio.

FOR SALE—Eggs for hatching, S. C. W. Leghorns, full blooded stock; price $1.00 for 15. Wm. Miller, Dunmore, Pa.

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PARTNER with $2000 wanted to buy half interest in my patent gauge cock. Same being tested on the Erie for over two years, Queens Crescent R. R. eight months, American La France Fire Engine Co. Communicate with J. W. Fuller, Bergen R. H.

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SURPLUS, - - - 650,000

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CAPITAL $100,000.00 SURPLUS $50,000.00

Condensed Statement of CITIZENS NATIONAL BANK OF HORNELL

as reported to the Comptroller of Currency, February 20, 1912.

Cash on hand and in banks	$200,064.33	Capital Stock	$100,000.00
Government, State and other hihg class bonds that will sell on a day's notice	100,000.00	Surplus and Profits	54,520.97
Total	$300,064.33	National Bank Notes	100,000.00
Government bonds to secure circulation	$100,000.00	Due Depositors	607,178.11
Premium on Government bonds	1,928.00		
Mortgages and Real Estate	27,397.34		
Notes and other securities owned by the bank	432,259.41		
	$861,649.08		$861,649.08

We carry a larger percentage of our depositors' money always on hand than other banks in New York State outside of New York City. We have at great expense equipped our Vault with an up-to-date electrical alarm system that with a first-class safe makes us immune from burglars.

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DEPOSITS - - - -	$10,351,597.90

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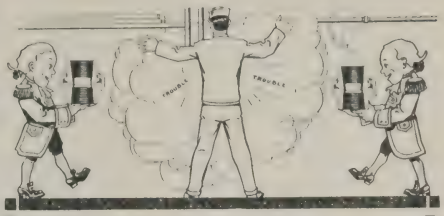

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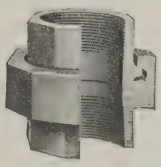

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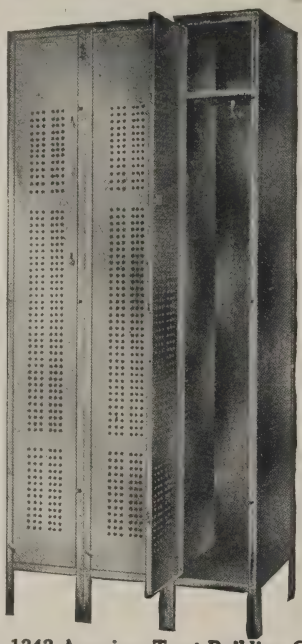

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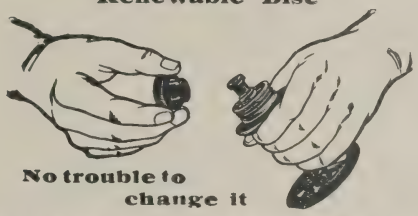

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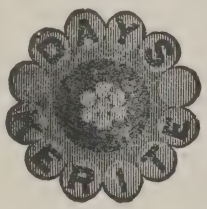

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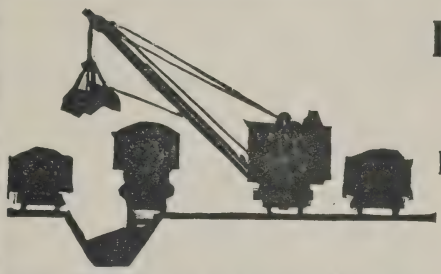

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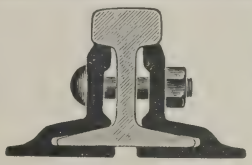

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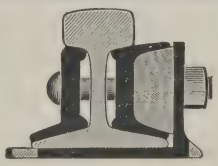

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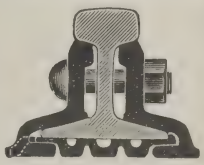

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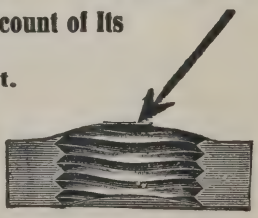

This cut shows an exaggerated curve in thread pinch.

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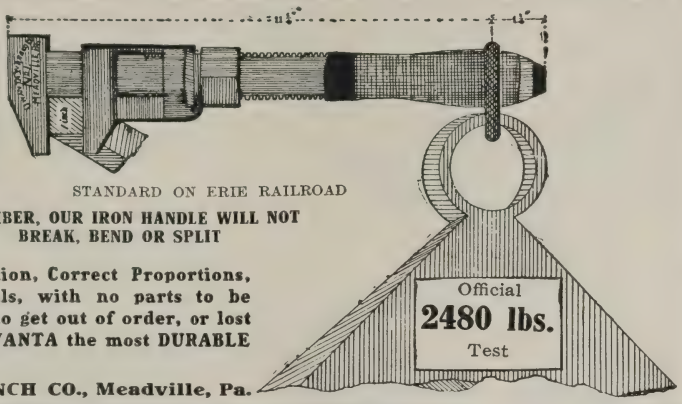

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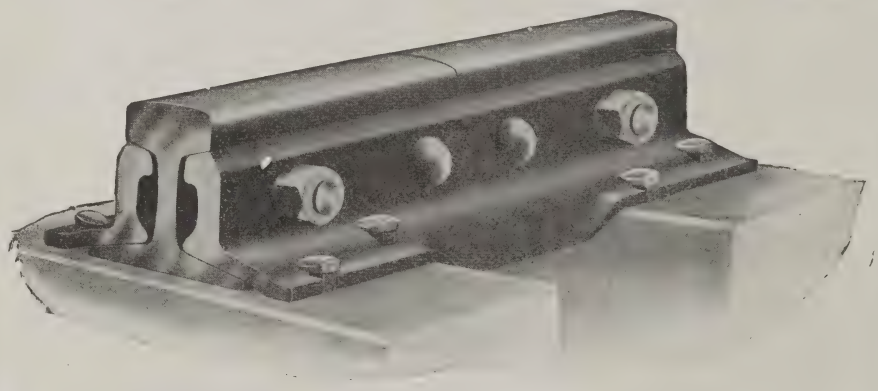

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Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

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A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

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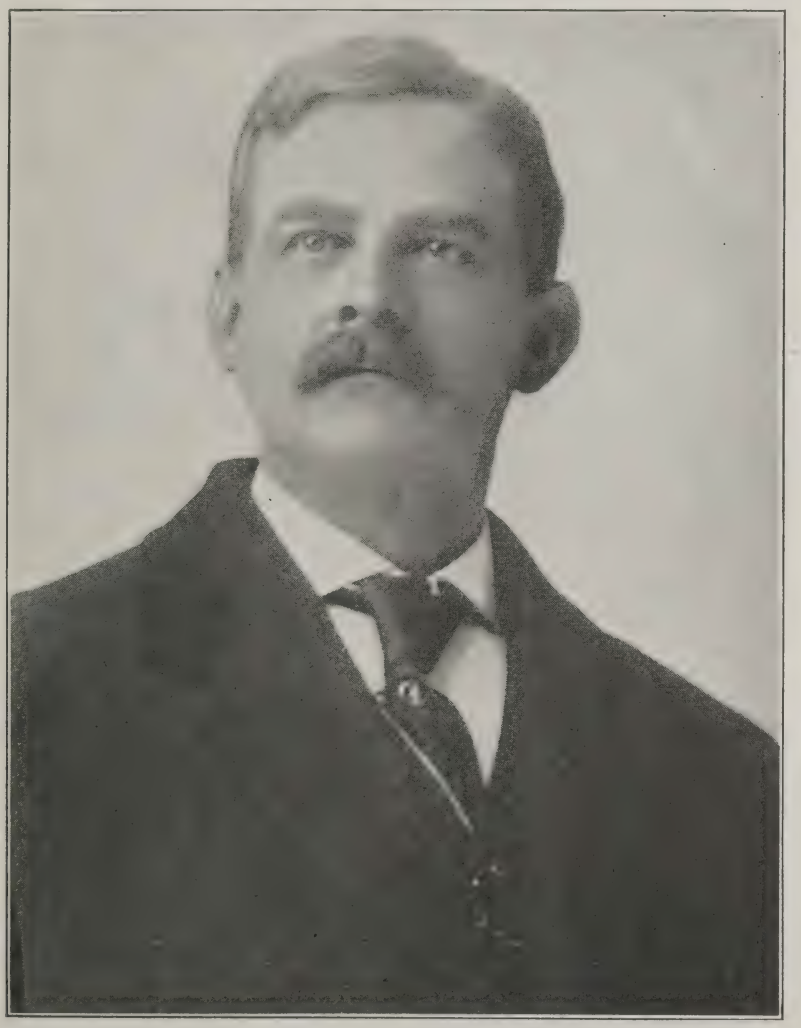


F. M. HAWLEY.

SUPT. F. M. HAWLEY.

In connection with the recent changes made among the division superintendents of the Erie Railroad, there was but one promotion made to the rank of division superintendent, and that came to Mr. F. M. Hawley, who, at the time, was filling the position of trainmaster of the Delaware Division at Susquehanna, Pa.

Mr. Hawley is a man of wide experience on the Erie, and has filled the kinds of positions that fit him, eminently, to cope with the questions that constantly arise on a division. He has always stood well with the men of the Erie, and, in wishing him unbounded success, we bespeak for him the friendship of the pretty and rapidly growing little city of Salamanca, which is always glad to greet the Erie's newly appointed superintendents, and welcome them to their midst as citizens.

This is Mr. Hawley's railroad record:

Entered the service June 21, 1879, as telegraph operator on the Western Division (now Allegheny Division), at Andover, N. Y. December, 1882, train dispatcher on Bradford Division. April, 1889, chief dispatcher on the Bradford Division. March to November, 1901, passenger trainmaster, Delaware, Susquehanna and Allegheny divisions, on account of Pan-American Exposition. November, 1901, to June, 1906, chief dispatcher Bradford Division. June, 1906, to January, 1907, chief dispatcher, Allegheny and Bradford divisions. January, 1907, to October, 1907, trainmaster Allegheny Division. October, 1907, to May, 1912, trainmaster of Delaware and Susquehanna divisions. May 16, 1912, superintendent Allegheny Division.

ERIE BREAKS RECORD.

The largest movement of trans-Atlantic passengers ever made at one time via rail to the seaboard, was made by the Erie Railroad on June 9th, when 800 members of the Sokol Bohemian Gymnastic Association of America, left for Prague, Bohemia, where the quadrennial meeting of the association was held June 26th to 29th, 1912.

This pilgrimage consisted of 400 members from Chicago, 100 from Cleveland and the rest from points west of Chicago.

The special train, consisting of baggage car, first class day coaches, dining car, tourist and standard Pullman sleeping cars, left Dearborn Station, Chicago, Sunday, June 9th, at 10.45 A. M., and arrived New York City, Monday, June 10th, at 3.30 P. M. The party was then transferred to Hoboken, N. J., where the steamship "New Amsterdam" of the Holland-American Line was boarded.

The movement was a pronounced success, everything working with precision and smoothness. The association was very enthusiastic over the success of the trip, the completeness of the arrangements and the courtesy extended by the representatives and employes of the Erie Railroad.

CARDINAL PRAISES ERIE.

The following letter from His Eminence, Cardinal Farley, written from his residence, number 452 Madison Avenue, New York City, and addressed to President Underwood of the Erie Railroad Company, is printed as an inspiration to all Erie Railroad employes.

It is greatly appreciated, as coming from so good and popular a man as Cardinal Farley, and the praise it bestows belongs to a class of em ployes, proverbial for their politeness and courtesy at all times to the patrons of the Erie Railroad.

June 13th, 1912.

Mr. F. D. Underwood, President,
Erie Railroad,
50 Church Street.

My Dear Mr. Underwood:—

I wish to express to you my deep appreciation of all the courtesies extended to me and my party on the occasion of our recent visit to the city of Buffalo over the Erie Railroad. Nothing was left undone to make that journey a most comfortable and memorable one in every way. From the polite and gentlemanly treatment on the part of the various division superintendents down to the attentive and efficient service of the dining-car attendants, there was the greatest kindness and consideration. I would make special mention of the conductor, Mr. Thomas F. Ryan.

Thanking you most cordially in my own name and in that of the other gentlemen who accompanied me, and wishing you every success and blessing, I am,

Very faithfully yours,
(Signed) John Card. Farley,
Archbishop of New York.

ORATION DELIVERED AT MONUMENT DEDICATION, HARRIMAN, N. Y., MAY 2, 1912.

By Henry D. Estabrook, Former Solicitor, Western Union Telegraph Co.

(Continued from June.)

WITH every purpose to give Charles Minot full credit for what he actually accomplished, it is impossible to affirm that except for him the railroad and the telegraph would never have discovered their affinity. The adaptation of means to ends is too salient a characteristic of Yankee enterprise to doubt that if Charles Minot had not utilized the telegraph for train dispatching as he did, some other railroad superintendent would shortly have done so. The fact remains, however, that it was he who first recognized the supreme importance of operating trains by telegraph, instead of by the old time-card method; and that the inertia of habit was so unyielding he was forced to establish the new method by arbitrary orders, and fight for their enforcement. We are here to testify that Charles Minot was the first to adapt the telegraph to railroad operation; so much for history. But there are men living who relate with gusto the particular incident that convinced him of its practicability.

"It seems that Ezra Cornell, in 1847 and 1848, had erected a line of telegraph from New York City to several points in New York State on a highway paralleling the Erie Railroad. Mr. Prescott, in his History of the Telegraph, says that this line was built and owned by the Railroad Company, and located on the road's right of way; but Mr. Mott, historian of the Erie Railroad, states it as I have indicated. Mr. Mott is probably right; for I never heard of a railroad company voluntarily relinquishing a claim, however dubious, to a telegraph line once located on its right of way.

"If Mr. Cornell did own this line of telegraph there was nothing in the circumstance to foreshadow a Cornell University. The line did not pay. It consisted of a single wire built for commercial service. But there was mighty little commerce to serve, not even enough to pay the operators. Wherefore arrangements were made with the Erie Company to 'loop' in at its stations and have its agents act also as the agents of the Telegraph Company.

"Up to this time trains had been run on what was called the 'time interval system.' That is to say: A train coming east, having reached its trysting place with a train going west, was left 'waiting at the church' until the other train showed up. Then as now, however, trainmen were anxious to get through. When blocked by their time orders they would side-step and wait a while for the belated train having right of way, and then a brakeman would be sent ahead to flag it, his own train following to overtake him—if it could. It was an exciting handicap race between the man and the locomotive, both puffing and blowing with the fervor of their exertions. To be a good railroader in those days a man had to be a pretty good pedestrian, for, in the aggregate, he walked about as many miles as he rode.

"It was known in a general way that electricity, traveling at the rate of two hundred and eighty thousand miles a second, could out-sprint a brakeman carrying a red flag; but no one had conceived the idea of making electricity take the place of the brakeman. To be sure, an operator would sometimes wire a fellow-operator at the next station to inquire if a particular train had arrived; but that was for his private information, and endangered the life of nobody. In England also there was public announcement concerning trains by means of a clock dial and the crazy needle of a galvanometer that was jerked here and there in a sort of epileptic fit. Of this contraption Charles Dickens wrote: 'Its case, as displayed at the railway stations, may look like a mixture of the beer-machine and the eight day clock; but the curious hieroglyphics and restless arrows on its dial surface are like the differential calculus framed in a gooseberry tart.' And he might have added that it had about as much to do with railroad operation as a gooseberry tart.

"But the Morse telegraph had nothing in common with hieroglyphics or gooseberry tarts. Its simple alphabet put Cadmus and his pot-hooks 'on the blink,' as it were. It was composed altogether of dots and dashes engraved so plainly on a paper tape that he who ran might read—and thus save him the necessity of running if he only knew it. The artless, yet awful, simplicity of this alphabet appealed to Edward Everett Hale, a promising young author of those times, who thought it might be adopted as a means of communication by all sen-

tient creatures, from men to monkeys.

"'Long and short make it all,' he said. 'And wherever long and short can be combined, be it marks, sounds, sneezes, fainting fits, canes or children, ideas can be conveyed by this arrangement of the long and short together. The long and short of it is that whoever can mark distinctions of time can use this alphabet of long-and-short, however he may mark them. Whales in the sea can telegraph as well as senators on land, if they will only note the difference between long spoutings and short ones. Any creature which can hear, smell, taste, feel or see, may take note of its signals if he can understand them. A tired listener at church, by properly varying his long yawns and his short ones, may express his opinion of the sermon to the opposite gallery before the sermon is done.'

"Edward Everett Hale was a Yankee clergyman and romancer. We today might yawn over his sermons, but never over a romance like his 'Man Without a Country.' This story was written during our Civil War, and, strange to say, Mr. Hale's theory of the adaptability of the Morse alphabet was verified during the war; for an old telegrapher, whom I know very well, using the steam whistle of a locomotive for both key and sounder, actually telegraphed a military order to an operator on the opposite side of the Missouri River.

"Charles Minot, in the utmost reaches of his imagination, never dreamed of such an adaptation of means to ends. Indeed, his adoption of the telegraph for the operation of trains was something of an accident. On the day he made his astonishing innovation he was going over the road on a westbound express train in charge of a conductor named Stewart. The train, under the rule then existing, was to wait for an eastbound express to pass it at Turner's —at this very spot—forty-seven miles from New York City. That train had not arrived, and the westbound train must wait for it an hour, if necessary. There was a telegraph office at Turner's, and Superintendent Minot, impatient of delay, telegraphed to the operator at Goshen, fourteen miles further on, and asked him if the eastbound train had left the station. The operator replied that the train had not yet arrived at Goshen, proving that it was much belated. Whereupon Superintendent Minot wired as follows:

'To Agent and Operator at Goshen:
'Hold the train for further orders.
'Signed: Charles Minot, Supt.'

"He then wrote out this order and handed it to Conductor Stewart:

'To Conductor and Engineer, Day Express:
'Run to Goshen regardless of opposing train.
'Signed: Charles Minot, Supt.'

"You have immortalized these orders by having them embossed on yonder hatchment.

"'I took the order,' says Mr. Stewart, 'showed it to the engineer, Isaac Lewis, and told him to go ahead. The surprised engineer read the order, and handing it back to me, exclaimed: 'Do you take me for a d—n fool? I won't run by that thing!'"

"Fellow citizens, 'He said damn it!' There is a tradition that railroaders of those days were not as Chesterfieldian in their intercourse as they have since become. I myself have heard the late Tom Potter, with the utmost geniality and good-nature, hail one of his employes as a blankety-blank-bully-old-son-of-a-blank; and I have heard the employe return the kindly greeting 'in words and figures following, to-wit,' with all the respect and deference of a subaltern in duty bound. Maybe the good Lord forgives cuss words where the provocation justifies, or friendship hallows them.

"Anyhow, Engineer Lewis refused to run by that 'thing,' or to be apprehended for a damn fool, and I champion his rebellion. Minot's order was not only novel, but appalling. Taken literally, it meant indubitable disaster, for every collision that ever happened has been caused by one train trying to run to Goshen, or some other seaport, regardless of an opposing train. Even construed 'in the light of reason,' as our Supreme Court would probably construe it, the order was that of an insurgent, radical, and iconoclast. It meant the infraction of old customs; it meant the severing of old ties—railroad ties, so to speak; it meant losing sight of the scudding coat-tails of a fleeting flagman; it meant trusting lives and property to the chatter of an electric duphunny, all right as a scientific toy, perhaps, but useless for real business.

"So Engineer Lewis refused to obey orders, with the result that he was told by his superintendent to go 'way back and sit down, which he did with

sullen alacrity, seating himself in the rearmost seat of the rearmost car; and Minot himself took charge of the throttle. Arrived at Goshen, it was found that the eastbound train was not yet in sight. Minot telegraphed to Middletown. The train had not arrived there. The westbound train was run on a similar order to Middletown and from there to Port Jervis, where it entered the yard from the east as the other train pulled into it from the west. More than an hour of precious time had been saved! So far from accident, there had been no risk of accident! It was a discovery, the practicability of which was demonstrated with the disclosure itself. And thus, and so, the most perplexing problem of railroad operation had been solved once and forever.

This exploit, no doubt, gives to Charles Minot his chief claim to distinction, but it is by no means his chief claim to our admiring homage. That claim rests on the fact that Charles Minot was a Man. Do you know what I mean by that? There were men on the "Titanic" worthy themselves to be called Titans, for they died like men. Their glory is the only radiance in the blackness of that horror, and *it* shines like the Schekinah! To acclaim a man a Man —with a capital M for emphasis, and the word lengthened by the emphasis —is to honor him in the highest; eulogy can go no further. It is a challenge to the sex in us. It is to masculinity what a bugle blast is to music. We are conscious of an exaltation rising in the heart—of an heroic icon efformed and fashioned in the mind. The exaltation is the voice of God; the icon, a vision of the Ideal, molded of the God-essence out of which all men are molded. For Man, in his manhood, stands for God; for strength, courage, candor, sanity, selfhood and the dignity of selfhood that is neither familiar nor aloof. The hopes of our Republic, the integrity of our institutions are based on manhood; and Oh! my countrymen, they are sound and safe—safe, so long as that Voice cries in the heart of us, so long as that Vision haunts the soul!

SHOP FOREMAN J. T. MOORE.

Annexed to the Cleveland Shops is a paint shop of the first-class kind, which is cool in summer, and, by means of steam heat, warm in winter.

But, it is never half as warm as J. T. Moore, foreman, who is the warmest boy about the plant, and this comes straight from Professor Westall, himself.

Moore, we are told, is a Scot, and plays second fiddle to no one as a popular Mahoning Division man. While not a licensed practitioner, or surgeon, still he is very strong on caring for the sick and injured. He has in his shop an emergency kit, which he has used on many occasions, when the boys met with injury, and that's another reason why they like him. When he inflicts pain while doing hospital duty, his familiar expression is "Tut, tut; that doesn't hurt."

J. T. MOORE.

For a man so naturally imbued with a warm and sympathetic heart, no one about the shops—not even Master Mechanic Boyden, or Professor Westall—can understand why he hasn't lost that heart to some buxom lassie of the "Sixth City."

He has been introduced time and time again, but he appears to be indifferent to the charms of the fair sex. Professor Westall has spent many evenings trying to get him mated, but to no purpose, and now he has given it up.

The picture shows him lying off on the grass in one of Cleveland's beautiful parks, dreaming of Bonnie Scotland, and the Downs, where the heather grows. The pose is so easy as to awaken a suspicion, that he takes to rest, as a duck takes to water.

The fireman was shoveling coal into the engine. "I just happened to think," said he to the engineer, "that this coal is too soft because it comes from the tender." Whereupon the whistle wailed softly, and even the road ties were board.—Boston Post.

WATER TOWER FOR FIRE PROTECTION, HORNELL SHOPS.

WATER TOWER AT HORNELL.

Above is shown a photograph of a water tower devised at Hornell Shops for the purpose of fighting fire.

Considerable attention is being given this method of fighting fires by firemen all over the country at the present time. In the past, little, if any, attention had been given to the size or handling of the stream thrown, the chief thought being to shorten the time required to reach the fire, which, of course, is a very important part.

However, to contend with the high buildings of the present day, fire fighters are paying more and more attention to methods for successfully coping with the fire after arriving on the scene, hence the introduction of water towers and deluge sets.

At Hornell Shops use was made of a locomotive crane, a pipe 2½ inches in diameter, with an 1⅝-inch nozzle, being placed on the boom. At the lower end of the pipe a three-way fitting was placed, so that three ordinary streams can be combined. This tower will throw a stream of approximately 1,000 gallons per minute, a distance of 250 feet, with a pressure of 110 pounds per square inch.

Should the occasion arise for using this tower, it is needless to say that it will prove an efficient instrument for the prompt stopping of fire.

HIGH PRAISE FOR THE ERIE.

Two gentlemen each, perhaps, fifty years of age, evidently traveling men, were commenting on passenger train service between Chicago and New York. (They were both en route between the points named.) Will call them "A" and "B."

"A" said: "I have traveled a great deal during the past twenty years, and always take the Erie when it is not inconvenient to do otherwise. The Erie's roadbed compares favorably with the best, and is superior to most of the roads east of Chicago. It has been my personal observation, the element of safety is given prior consideration over speed, which appeals to me most forcibly. I prefer to reach my destination intact, rather than take the chance of arriving in pieces, even if it is two or three hours later."

"B" was not a dissenter, and said: "There is no chance for an argument. In addition to the safety feature, it is getting to be proverbial, among those who do any considerable traveling. that the train employes of the Erie are almost invariably courteous, willing and anxious to assist passengers where they see their services are needed. This is a condition which does not exist on a great many lines."

When fully convinced that they had both been hynotized by the Erie, and there was no danger of altering their views, an Erie man from the assistant general passenger agent's office, Cleveland, who overheard the conversation, entered into it, and made a few adverse remarks, merely to feel them out. He was unceremoniously sat upon, but didn't reveal his identity. Of course, he was greatly elated.

Little Elsie: "What is the dead letter office, mamma?"

Mother: "Your father's pocket."

The sense of smartness is sure to make a man shallow.

ERIE SHOPS FIRE DEPARTMENT TO COMPETE JULY 23.

THE Sixth Annual Tournament of the Erie Railroad hose companies will be held at Huntington, Ind., on July 23d, 1912, commencing at ten o'clock in the forenoon.

Same rules and regulations that were in effect at the 1911 meeting at Hornell, N. Y., will again prevail.

The races this year will be run on the race-track under practically the same conditions as at Hornell last year.

The following rules will govern:

Ten (10) men will constitute a company, and only that number will be allowed to enter from any one organization. Each company will be allowed to carry one extra man, who can be used in case of an emergency.

Hose carriage to be in service will be the same one used last year, and will be furnished from Jersey City. Description follows: Frame, iron; wheels, wooden, hubs of iron, 5 feet 6 inches high, steel tires; width over all, 6 feet 3 inches; length over all, 10 feet; weight, complete with equipment, 700 pounds; hose, 200 feet standard cotton hose; nozzles, two uncoupled to cart; tools, hydrant wrench and two spanners.

No person will be allowed to take part in this contest who is not a regular employe of the Erie Railroad.

Upon assembling, each brigade will be given a number, and they will be called in such order as the judges may decide.

All starts will be made from a point 300 feet distant from a hydrant, at a signal to be provided for this purpose.

Upon reaching hydrant, connection will be made thereto, without cross threads, or leaks; 100 feet of hose laid, coupling broken, nozzle attached and water turned on; connection to nozzle to be made without cross threads, or leaks. Hose will be laid straight and free from kinks.

At report of pistol shot, water will be turned off and a rest of five minutes allowed. At the expiration of this time water will be turned on under full force. At a pistol signal water will be turned off, nozzle disconnected and returned to its place on the carriage. Coupling will be made to the hose that has been left on cart, hose replaced to the reel, free and straight from kinks and cart returned with all tools in place, to point of starting.

In the first part of the contest, time will be taken from the time starting signal is given, until stream of water hits the target.

In the second part of the contest, time will be taken from time shot is fired, as signal to shut off water, until cart is returned to the starting point.

Following will be considered in awarding the prize:

First—General appearance of the members and their conduct.

Second—Time from start to time water is on target.

Third—Time water is turned off until cart is returned to the point of starting.

Judges of the contest will be disinterested parties, appointed by Mr. J. C. Stuart, vice-president.

ADDRESSED TO AGENTS.

Superintendent E. I. Bowen of the Rochester Division has evolved the following paragraphs, which he addresses to his station agents:

Rochester Division is capable of handling and securing more business.

It should be the aim of all to increase business at every station and outlying commercial siding.

Would like a special study made of this feature to get additional tonnage and increase station revenue.

1. Are you getting every available pound of freight in your territory?

2. Do you get sufficient and proper kind of cars to accommodate all your patrons?

3. Is any business you are losing due to lack of facilities or lack of proper cars?

4. Could you obtain any increased business by an improvement at your station or loading siding under your charge?

5. Are your competitors taking any business from you (inbound or outbound), due to better time or better accommodations?

6. Are your patrons satisfied with any Erie service as to time made, or proper delivery?

Please get into every detail, making note of all such, and in the course of a week or ten days I will visit your station and go over all your plans on above lines.

GROWTH OF THE ERIE'S INTEREST ON THE PACIFIC COAST.

By C. W. Colby, G. P. C. A., San Francisco, Cal.

THE office of the general Pacific Coast freight agent of the Erie Despatch was opened April 1st, 1896, with headquarters at No. 22 Montgomery Street, San Francisco, Cal., utilizing at that time desk room in the office of Mr. J. G. McCall, the passenger representative of the Erie Railroad. The Passenger Department was established some years earlier.

The force consisted of the writer, assisted by one stenographer. The jurisdiction of the agency extended from Vancouver, B. C., to Tia Juana, Mexico, and as far east as Spokane, Wash., Salt Lake, Utah, and Albuquerque, N. M. It was soon discovered that the opening of the agency was a move in the right direction, the New York Central Line and Michigan Central Railroad, following suit later in the year by establishing offices.

This made four eastern lines in San Francisco—the Erie Despatch, the Traders' Despatch, the Michigan Central Railroad and the New York Central Railroad. Solicitation became quite active, necessitating an increase of our force by the addition of a contracting agent, with the result that we were able to greatly increase our tonnage.

During the year 1897 it was deemed advisable to further increase our representation by the appointment of an agent at Seattle, Wash., which city was beginning to grow in importance as a receiving and shipping point.

It was likewise thought best to open an office in Los Angeles, Cal., so that closer attention could be given to business to and from that territory, as the citrus fruit culture was developing rapidly and needed very close attention, as did also the westbound high class merchandise, of which we were securing "the lion's share." The opening of this office was very beneficial to the Erie's tonnage.

In the meantime the San Francisco office had found that the location at No. 22 Montgomery Street was not particularly well located for the freight interests, and a move was made to the corner of Front and California streets in the heart of the wholesale district; but even this location proved in time to be entirely too small for our growing business, and in 1899 we moved to larger quarters in the Clark building on Market street.

At this time an additional contracting agent was appointed.

Up to the time of the San Francisco disaster in April, 1906, we continued to materially increase the tonnage of the Erie Despatch. The competition was becoming keener all the time, the Grand Trunk and the Baltimore & Ohio having opened offices in this city.

At the time of the earthquake and fire of 1906, the office and contents having been entirely destroyed, a new office was immediately established at No. 376 Frederick Street, in the home of the writer, which was maintained for about six months.

The days of the reconstruction of San Francisco were trying ones, and solicitation was made very difficult, from the fact that the firms with whom we had been doing business for a number of years were widely distributed throughout the residence portion of the city—sometimes in the houses of the heads of the concerns, and at other times in residences rented by them, as in the entire business district of the city, comprising four square miles, there were no buildings left that could be used.

By October. 1906. a number of buildings had been rehabilitated downtown. among them the Monadnock Block, and we immediately secured an office there, which, from its location, enabled us to keep in closer touch with the trade, which was rapidly moving downtown. After a short stay here, it was thought best to obtain a street office, as the Passenger Department of the Erie Railroad was then occupying office with us, and a move was again made to No. 36 Ellis Street.

About this time Mr. A. C. Hilton, the representative of the Passenger Department, was called to Cincinnati, and the writer was appointed general agent of the Erie Railroad, in charge of both depaprtments, with jurisdiction over California, Nevada and Arizona.

Being called to Chicago in 1907, as commercial agent of the Erie Despatch, this agency was placed in the hands of Mr. Lawrence Harkness, who, up to this time, had been representing the line at Los Angeles, in a most satisfactory manner. Mr. Harkness having died in February, 1909, the writer was transferred to San Francisco as general Pacific Coast

agent, with jurisdiction over the entire coast, there having been in the meantime established another office of the Erie Despatch at Portland, Oregon.

On my return to San Francisco, I found that it would be necessary for us to again move our office, and a change was made to No. 26 Powell Street, which was rapidly coming to the front as the location for a passenger office, and was equally good, from a freight standpoint.

I discovered that the American Hawaiian Steamship Company, operating via the Isthmus of Tehauntepec, and the California & Atlantic Steamship Line, via the Isthmus of Panama, were becoming important factors in the handling of business to and from this territory, which formerly

C. W. COLBY.

moved all rail, their especially low rates and good average time making them a factor to be reckoned with, they being particularly strong on eastbound commodities, such as hops, wool, canned goods, dried fruits, nuts, beans, etc., and effecting also strong solicitation of all classes of merchandise westbound, which tended to decrease that portion of business moving all rail to and from our territory. In addition to these new factors, the Lackawanna and Empire Lines, the Pere Marquette and the Wabash railroads had opened offices here. This materially increased competition east of Chicago, but, as there is nothing the Erie man likes better than competition, we were not particularly worried, but set about strengthening our fences wherever possible.

The opening up of new country in eastern Washington, and tremendous activities displayed in that territory, caused us to think that we would be gainers by establishing an agency at Spokane, the leading city of the "Inland Empire," and in August, 1910, an office was opened, so that since the establishment of the Pacific Coast Agency, April 1st, 1896, we have increased our force from one general agent and female stenographer, to a force of 16, distributed in five different offices, and covering a territory consisting of the states of Montana, Washington, part of Idaho, Oregon, part of Nevada, California and Arizona.

The Erie Railroad having been the pioneer in handling citrus and deciduous fruits from California, is well and favorably known by all the growers and shippers of these commodities, and has established itself in a very strong position here with regard to this class of business.

It is a well-known fact that the Pacific Coast produces a very large tonnage of all commodities that come from the soil, and it is gradually increasing in manufacturing as time progresses.

At one time the movement of citrus fruits, oranges, lemons, etc., was completed by the first of June, and this was followed by deciduous fruits until the first of November, when again the citrus fruits began to move. Now, there is a steady movement of oranges and lemons during the entire year, while peaches, plums, grapes, apricots, etc., move between May 15th and November 15th each year, and during this latter period there is a very heavy movement of canned goods, dried fruits, nuts, beans, hops, wool, vegetables, wine, leather, lumber, etc., and we earnestly hope that all our representatives throughout the East will bear this in mind and give us every assistance possible in the solicitation of business

from our territory, as we at all times are devoting as large a portion of our time as possible, to assisting them in building up the business from their territory into California and the Pacific Coast.

As regards the business moving via the water routes, and the Port of New York, a great deal of this business originates in territory between Chicago and Salamanca. We are at present handling a good share of such tonnage, but we hope that all our representatives will do everything possible to increase the proportion of the business which moves via the Port of New York, destined to Pacific Coast points.

San Francisco is entering upon an era of prosperity that we do not think will stop for a long time. The Panama Pacific Exposition, to be held here in 1915, to celebrate the opening of the Panama Canal, should mean a very heavy westbound tonnage of structural steel, and all commodities entering into the construction of the city, and we believe that, with the help of all our good friends in the East, we shall be able to make a fine showing for the "Dear Old Erie."

A TRAINMAN'S PLAIN DUTY.

Many of our passenger brakemen lack vim and snap in announcing stations. It seems a great effort on their part to perform these duties according to the rules.

Recently a brakeman stepped in the front end of ladies' car, announced a station in such a way that it was simply impossible for the passengers in the rear of the coach to understand what he said at all.

This is what happened:

When the train started, a lady passenger looked out of the window and observed the depot and surroundings; then she recognized it as the place where she wished to disembark.

Of course, she jumped up, gathered her parcels together, ran to the front end of the car and told the passenger train man that this was the place where she wanted to get off, and to please stop the train. This was done before it had passed the station platform. All the fussing and confusion, which naturally occurred, would have been uncalled for, had the station been distinctly announced.

Passenger trainmen should be full of vim and vigor, call out the next station stop in a good, strong voice, make the passengers know that the next station is so and so, that they may be ready to leave the train, as soon as it stops; then the next station can be reached on time. This is the easy way, because it is the right way.

PUZZLES FOR M. OF W. MEN.

Crossing Flagman M. Hannifan, who guards the Erie's right of way at East Main Street, Batavia, N. Y., has evoluted some puzzles for supervisors and track foremen to solve, and he thinks they will furnish nourishing food for thought.

First Hannifan says: "As I was walking over the side tracks one day, I saw a rail with a three-foot piece broken off in the inside. It was not safe for an engine to go over it. I had no rail to put in its place, as no 63-pound rails were on hand at the time, so I got out three rails, including the damaged one, and put three others in their place, of another kind. One of these rails was 29 feet 8 inches long. By this means I repaired the track and made it O. K., with four bolts in each joint."

The puzzle is, How did Hannifan make the rails come out even, when one of the substitutes was but 29 feet 8 inches long?

Hannifan says that in 1904 74-pound rails were laid between Attica and Batavia. He continues: "They left me 10 rails for patching. In course of time the rails in use began to batter down. I put in three of the ten rails I had in the skid, and had nine rails left over."

The puzzle is, How did Hannifan use three of the ten rails, and still have nine to the good?

The third puzzle is as follows, and entails two pertinent questions. Hannifan puts them in this way:

"How to make track, so that it will line itself, without any lining bars, or men to line it.

"How was it that the gravel used in the section I had, always increased instead of diminishing?"

THE CAUSE OF IT ALL.

"Did you hear that awful shriek that engine gave as it flew by?" asked the first man as they approached a railroad crossing.

"Yes, what caused it?" rejoined his companion.

"I presume the engineer had it by the throttle."

FACT AND COMMENT ON FINANCE AND BUSINESS.

(Editorial from the New York (N. Y.) American—Issue of June 7, 1912.)

By B. C. Forbes, Business Editor.

ARE American railroads heading toward prosperity or toward bankruptcy? The question concerns not only banking people, not only railroad managers and employes, not only investors in railroad securities. It concerns you, no matter what your station in life. You cannot afford to remain indifferent to it, for were widespread trouble to overtake our railroads, the people as a whole would suffer, and suffer more seriously than the thoughtless can imagine. True, the public in bygone years had too often cause for wanting to punish railroad owners who acted in the most autocratic, sometimes insolent manner, defiant of both reason and restraint.

But has not retribution enough befallen the railroads? Is it not time that a halt was called in imposing restrictions upon the running of our railways? Can the hands of railway managers be tied still tighter with impunity to the public?

The man in the street cannot be expected to spend hours and effort in analyzing intricate railway accounts; he has problems enough of his own nearer home. He has a deep-rooted feeling that the railroads are very well able to look after themselves and a little more. He has not forgotten the past. In a vague sort of way he realizes that the railroads have been tamed a bit, that the Government has bridled them, that when they planned to exact higher freight rates a Federal commission had the power to say "No," and that in other ways the railroads cannot now do as they please. But that he should become solicitous concerning their welfare—well, he guesses that is none of his business.

Now is it the business of you or me to worry over the knocks the railroads are receiving? Should we pay any heed to the now chronic complaints of fresh restrictions and impositions that, according to the railway people, threaten the financial and even the physical stability of the railroads? I am inclined to think we should.

Every one can readily understand that the country could not prosper were railroad after railroad to go under. An impoverished, decrepit, languishing railway is a handicap to every industry and interest depending upon it for service. Not only so, but when a road begins to go down hill its power to get capital vanishes, and the funds necessary to maintain the property cannot be obtained—and therefore cannot be spent. Stockholders in course of time suffer the loss of their income, and, unless something helpful be done, bondholders also have to starve, events which hit the pockets of thousands—indeed, if bankruptcies became general millions of investors would be involved. Is there any danger of this happening? Railroad authorities of sound judgment say there is.

Without holding any brief for the railroads, it can be said in all truth that the outlook is not inspiring. A railroad manager is not today a manager in the old or full sense of the term. He has now a superior—the Interstate Commerce Commission. This body has a maximum of power, but a minimum of responsibility. It can—and does—order railway income to be reduced without having to trouble itself one iota as to how any deficiency in revenue may be made up. It regulates receipts—that is, it is constantly lowering them; but when the railroads wanted this same body to decide whether the engineers' wages should be increased the request was refused. Thus we have regulation without responsibility, and thus have the railroads to submit to reductions in income, and at the same time contend with demands for larger expenditures.

So numerous are the orders issued by the Interstate Commerce Commission lowering freight rates that the newspapers no longer can spare space to print them all.

Not a few roads of the first importance are paying out in dividends far more than they are earning. Illinois Central is not earning 50 cents for every dollar it is giving away in dividends. St. Paul is in exactly the same position. More roads than the layman can realize have been systematically "scrimping." Almost every railroad president will admit that maintenance and equipment have not been dealt with generously during the last two or three years. Worse still, there has recently appeared a tendency to transform short-term equipment obligations into permanent

securities, an unpardonable financial sin, for plainly a long-term bond based on equipment that will go out of existence in a comparatively short period is not worth calling a "security"—its security has been cast into the junk heap. Other makeshifts have been resorted to in an effort to keep up appearances and dividends.

Would the Interstate Commerce Commission resent a suggestion that it interest itself in the "other side" of the railroad situation? If nothing be discovered to justify alarm, if nothing be found calculated to check the daily reductions in freight rates, then the railroads, troubled investors and some other intelligent members of the public will feel infinitely relieved.

FRANKLIN, PA., STATION.

Below is a picture of the Erie's artistic and well kept station at Franklin, Pa., on the Oil City Branch. It is in charge of Agent M. C. Flower, who, in addition to maintaining it in a most creditable way, has invited the good will of the citizens of Franklin, by his interest in the little park, 200 by 30 feet, in front of the station, in which flower beds, all well kept, add to the beauty of the surroundings.

STATION AND GROUNDS.

This station was built in 1897. The material used is brick, with tile roof. The general waiting room is forty feet square, women's room eighteen feet square, ticket office fifteen by eighteen feet, baggage room eighteen by twenty feet. A covered platform extends from station towards street, which is twenty feet wide by sixty feet long. Two finely equipped toilet rooms are in use. The station is located on 13th Street, one of the principal streets in the city. The traveling public speak of this station in the highest terms.

WE'VE GOT 'EM DEAD.

Once, on a fervid, arid day
About four miles from town,
A measley stack of musty hay
And a farmer's barn burned down.

"Who burned my barn?" the farmer cried;
"Who burned my stack of hay?"
"It might be me," his son replied,
"I threw a match that way."

"Who burned my barn?" the farmer bawled,
"Who burned my clover stack?"
"I saw a tramp," a neighbor called,
"All scorched adown the back."

"Who burned my barn?" the farmer brayed;
"Who burned my stack of feed?"
"The cook threw coals," said the dairy maid,
The hired man agreed.

"Who burned my barn?" the farmer roared;
"The roan mule's home and hearth."
The cry went forth, and rose and soared
Till it reached e'en Leavenworth.

A lawyer heard what the echo brought
And straightway oped his mouth.
These soothing words the farmer caught:
"There's a railroad four miles south."

His pass that lawyer quickly took,
And to the farmer sped,
And in spite of boy, the tramp, and cook,
He cried, "We've got 'em dead."

Full soon into the jury box
Came twelve men good and true,
No need of judge or witnesses,
They knew just what to do.
That lawyer read them verses sweet,
The jury need not leave their seat.

STORY OF THE LATHE.

Originally intended to be operated by the physical exertion of one man, the lathe has now reached such a state of development that in many cases 40 to 60 horse power, or the equivalent of 600 men, is necessary to operate it. It is one of the earliest forms of tool to be driven by machinery.

The man with the cold cash gets the warm reception.

THE STOVE COMMITTEE

APPOINTMENTS.

Executive Department.

Mr. Charles S. Goldsborough, Assistant to the President.

Legal Department.

Mr. Herbert A. Taylor, Commerce Counsel.

Mr. Theodore H. Burgess, Assistant Commerce Counsel.

Jersey City Terminal.

J. J. Hanrahan, general yardmaster, Jersey City Terminal Yards.

M. T. Henley, yardmaster "K. W.," Croxton, assistant general yardmaster, in charge of night operations.

J. J. Regan, night yardmaster "K. W.," Croxton, promoted to day yardmaster, "K. W.," Croxton.

W. F. Mahon, car distributor, night yardmaster, Pen Horn, westbound.

T. A. McMahon, night yardmaster, Pen Horn, westbound, promoted to night yardmaster "K. W.," Croxton.

V. J. Nicholson, yardmaster Broadway yard, Jersey City, promoted to night yardmaster, Jersey City.

J. J. Rock, waybill clerk, Jersey City, promoted to Broadway yardmaster, Jersey City.

J. Gersbach, day yardmaster, Pen Horn.

Delaware Division.

Osgood F. Barnes, trainmaster, in addition to his duties as division engineer.

Wyoming Division.

John D. Purtell, trainmaster.

Daniel P. McCoy, chief despatcher, vice John D. Purtell, promoted.

Meadville Division.

John O'Laughlin, trainmaster, Second Division, Meadville Division, with headquarters at Meadville, Pa., vice C. H. Collopy, assigned to other duties.

Fred. W. Bligh, chief train dispatcher, Meadville Division, succeeding John O'Laughlin, promoted.

Mechanical Department.

The title of Robert Gunn, formerly shop superintendent at Buffalo, N. Y., is now consulting engineer.

The title of W. S. Cozad, shop specialist, has been changed to superintendent of apprentices and piecework, and the former title abolished.

L. C. Fitzgerald, foreman Car Department, Mahoning Division, vice J. W. Egan, transferred.

J. W. Egan, ass't foreman Car Department, Mahoning Division, vice J. M. Martin transferred.

A. Trautman, foreman Car Department, C. & E. Division, vice F. A. Henry, transferred.

Port Jervis.

R. W. Rogers, instructor of apprentices, vice H. W. Mosley, transferred.

M. H. Quinn, general foreman car repairer, vice A. Trautman, transferred.

Susquehanna.

G. H. Stratton transferred from boilermaker to assistant foreman boilermaker, vice John Wade, resigned.

Hornell.

A. F. Stiglmeier, assistant boilermaker foreman, vice D. Coughlin, resigned.

R. S. McAdoo, chief engineer of power house, vice W. H. Klees, resigned.

Peter Wagstaff, Fitting Shop Foreman, vice J. S. Hearons, resigned.

Thomas Hickey, Erecting Shop Foreman, vice G. A. Hillman, transferred.

ERIE MEN HONORED.

At the recent annual convention of master mechanics, held at Atlantic City, N. J., William Schlafge, general mechanical superintendent of the Erie Railroad, was elected a member of the executive committee.

The Traffic Club of Pittsburgh has elected D. L. Wells, general agent of the Erie in that city, secretary.

NO EMPLOYER'S LIABILITY.

"How is it that you want a raise?" asked the foreman.

"Why, I've been and got married," said the man.

"Well," replied the foreman, "I'm sorry for you, I'm sure, but I can't help you. I'm only responsible for accidents that happen at the factory."

THE ERIE ROLL OF HONOR

A. O. Roberts, Engineer,
New York Division.
H. Noonburg, Operator,
New York Division.
Michael Reilly, Engineer,
New York Division.
F. E. Dolmarter, Fireman,
New York Division.
J. Meehan, Operator,
New York Division.
W. E. Captain, Engineer,
Greenwood Lake Division.
O. B. Henderson, Brakeman,
N. Y., S. & W. Division.
E. A. Johnson, Conductor,
N. Y., S. & W. Division.
F. E. Morgan, Fireman,
Susquehanna Division.
Selah Powell, Fireman,
Susquehanna Division.
M. A. Downey, Operator,
Susquehanna Division.
F. B. De Lancey, Operator,
Susquehanna Division.
A. M. Careless, Operator,
Meadville Division.
L. O. Nowell, Operator,
Cincinnati Division.
C. T. Long, Yard Conductor,
Chicago & Erie Division.
E. M. Mathews, Operator,
Chicago & Erie Division.

While in charge of train extra 1837, West, Engineer A. O. Roberts heard a heavy pounding on the ties, as the rear of train 76 passed him in Otisville Tunnel, New York Division. He whistled for brakes as caboose of train ran by, to call the attention of crew to a derailed car, so that they could take proper action to prevent an accident. For this good performance, Superintendent Parsons has placed a credit mark to his record.

H. Noonburg, operator at "D. Q." tower, Garfield, N. J., on the New York Division, has had another credit mark added to his record for good service rendered the company. While extra 1870, West, was passing his tower, he noticed that a brakebeam was dragging on car T., St. L. & W. 5118, and had the train stopped at "B. T.," where defective part of beam was removed, and a probable accident averted.

On a recent occasion while Engineer Michael Reilly was in charge of train 78, he promptly complied with rule 514 of the Book of Operating Rules, when his train came to a sudden stop at "X. K." tower, due to burst air hose. As train 1 was overdue on the opposite track, he used splendid judgment in sending his fireman ahead, while he investigated the condition of his own train. Train 1 was flagged and proceeded with caution past train 78. For this fine service and excellent judgment used, Superintendent Parsons has added a credit mark to his record.

F. E. Dolmarter, fireman of train 78, of which Engineer Reilly was in charge when the above incident occurred, has been given a credit mark for his promptness in getting back with a flag and stopping train 1.

While extra 1867 was passing tower at Arden, N. Y., J. Meehan, operator, discovered brake rigging down on W. & L. E. car 47389, and had train held up. For his interest in the company's welfare, Superintendent Parsons has awarded him a credit mark.

A credit mark has been awarded Engineer W. E. Captain of the Greenwood Lake Division, for excellent judgment used in a case of emergency. While in charge of engine 918, hauling train 508, he brought his train through to Jersey City on time, notwithstanding his engine had a broken transmission bar hanger pad, which developed at Hackensack Bridge.

O. B. Henderson, brakeman on the New York, Susquehanna & Western Division, discovered a broken rail in interchange track at Hawthorne, N. J., and promptly notified Section Foreman, who had the matter attended to. Superintendent Johns has awarded him a credit mark.

While extra 115 was passing through shops yard, Edwin A. Johnson detected a bent axle under car Erie 72645, and took immediate steps to have car removed from train and new wheels applied. Superintendent Johns has awarded him a credit mark. Johnson is a conductor in the yard.

While handling extra 1654, East, F. E. Morgan, engineer, Susquehanna Division, discovered a car on fire in train. Taking a water can, he went back and extinguished the flames. For this prompt action in protecting company property, Superintendent English has awarded him a credit mark.

Superintendent English of the Susquehanna Division has given a credit mark to Selah Powell, fireman, for meritorious service rendered. Powell discovered a brakebeam down on a car in a moving train. He had train stopped and beam removed, thereby preventing what might have resulted in a serious accident.

M. A. Downey, operator, Susquehanna Division, has been given a credit mark by Superintendent English for good service rendered. As a train was passing "B. D." tower, Binghamton, he discovered fire flying from Erie car 66991, and had train stopped with train order signal at "K. U.," where conductor found that brake iron had dropped down.

Superintendent English of the Susquehanna Division has awarded a credit mark to F. B. De Lancey, operator at "K" tower, Great Bend, Pa., for performing good service. As train was passing his tower, he discovered fire on car Erie 74072. He had train stopped and fire extinguished.

A. M. Careless, operator at Pymatuning, on the Meadville Division, has had his name entered on the roll of honor for showing that he has the company's interests at heart. As first 76 was passing his tower, he noticed a brakebeam down on one of the cars. He flagged and stopped the train, when the beam was repaired. In commending Careless for his quick action, Superintendent Batchelder has added a credit mark to his record.

A credit mark has been added to the record of L. O. Nowell, operator at Creston, Ohio, by Superintendent Woodruff, for meritorious service rendered. As extra 3002 West was passing his tower, he discovered brake rigging down on one of the cars, and promptly notified train crew, stopping train before an accident resulted. This action, on part of Nowell, is greatly appreciated, in view of the fact that several derailments have recently occurred through fallen brake riggings.

Superintendent Mackrell of the Chicago & Erie Division has awarded a credit mark to C. T. Long, yard conductor at Lima, Ohio, for vigilance displayed at the right time. While train 77 was pulling through the yard, Long discovered a broken flange on wheel of N. Y., N. H. & H. car 74751, and not being able to give signal to fireman, caught the train and gave signal to the engineer from the top and afterwards had the car set out.

E. M. Mathews, operator at Aldine, Ind., has been awarded a credit mark by Superintendent Mackrell for his interest in the company's welfare. Shortly after train 14 had passed, he found a piece of flange near the station and took immediate steps to locate the car from which it was broken. It developed that it was a car in train 1761, and it was cut out at Boone, Ind.

DUFF MFG. CO.'S NEW PLANT.

The Duff Mfg. Co., of Pittsburg, Pa., exclusive manufacturers of Barrett lifting jacks, has purchased five acres of ground on Preble Ave., Northside, Pittsburg, on the lines of the Pennsylvania and B. & O. railroads, and will start at once the erection of a new factory, which will be the largest in the world, devoted exclusively to the manufacture of lifting jacks.

The new site of the Duff Manufacturing Company's factory, and the new site of the Pittsburg Screw & Bolt Co. occupies the Riter-Conley Company's property and adjacent acreage, totalling about 12 acres, and is close to the plants of the Pressed Steel Car Co., the Standard Sanitary Manufacturing Co. and the Edith Furnace of the Carnegie Steel Co. The construction work on the factory and office buildings has been commenced.

The Duff Manufacturing Co.'s products comprise the largest line of lifting jacks in the world, these jacks ranging in capacity from 1,000 lbs. to those capable of lifting 500 tons and over.

WAS'NT SO CRAZY.

"Your honor," said the attorney, "this man's insanity takes the form of a belief that every one wants to rob him. He won't allow even me, his counsel, to approach him."

"Maybe he's not crazy, after all," murmured the court in a judicial whisper.

It is better to help one lame dog than to waste all your powers talking about loving everybody.

"HOW CAN THE MAHONING DIVISION BRING ABOUT A MORE JUDICIOUS, ECONOMIC OPERATION?"

Paper Read at a Recent Agents' Meeting Held at Youngstown, Ohio.

By W. D. Parker, Erie Agent, New Castle, Pa.

THIS is a broad subject and one that vitally affects the successful operation of the Mahoning Division, affects also the entire Erie system, for it is generally conceded, I believe, that the Erie Railroad contains no brighter industrial gems, no section of great importance among her 25 divisions, than the Mahoning Division, and, of course, what is of importance to the successful operation of the Mahoning Division is of equal importance to each of her sister divisions, and the system as a whole.

It is not the size of your pay envelope, but the margin that is left after your expenses have been met, that represents the increase in your bank account, and what is true of the individual is true of the corporation. If the Erie Railroad is to have the funds to meet the many improvements that are being planned to make it the foremost trunk line system in the country, it must look to the margin represented by the deduction of its expenses from its gross earnings.

We have labored in vain, no matter how great our earnings may be, if we are unable to show a margin of profit after our expenses have been met. The matter of the economic operation of the Mahoning Division affects every employe on the Division, and the greater the scope of the employes' jurisdiction, the greater is his obligation to the management that he exercise such economy.

The section foreman, yardmaster, agent, trainmaster and division superintendent has his obligations to meet for economic operation, but, as this is an agent's organization, I shall endeavor to confine myself to those items which impose an obligation for economy upon the agent and yardmaster, for their obligations in some items of economy are practically inseparable.

Webster defines Economy as "Management without loss or waste," and Judicious as "Directed or governed by wise consideration," so we might, by a combination of the two definitions, define the term "judicious economy" as a wise and considerate measure, without loss or waste. It is easy enough to practice economy, but to practice judicious economy is quite another matter.

Anyone can take a saw and an axe and go out and prune a fruit tree, but to prune it judiciously requires the skill and judgment of an expert. The novice may, by his injudicious pruning, injure the tree until it will require years for it to recuperate! so with railroading, anyone can economize by applying the knife to the expense account indiscriminately, but legitimate expenses are as necessary in the operation of a corporation, as are its revenues, and it is possible, by indiscriminate and injudicious economy, to handicap it in its progress, as much as if you were to shut off its sources of revenue.

The subject, as it relates to the station agent, however, may be confined to what we might term "the small things in railroading," but these small matters of economy are not by any means to be considered as unimportant. Benjamin Franklin's adage, "It is the small leak that sinks the great ship," applies as strongly to railroading, as to any other vocation in life. If all the employes on the Erie Railroad would stop all the leaks within their power, in their daily tasks, and which is really their duty to do, the great ship "Erie" would ride the industrial seas safely, even though she were forced to weather the gales of adversity, and the storms of "Frenzied Finance."

I might briefly enumerate some of the means by which we, as agents, may help to stop leaks and bring about a more judicious, economic operation of the Mahoning Division. The Pere Marquette Railroad recently published a table showing the distance a railroad has to haul a ton of freight to recoup for the loss sustained by their employes' lack of economy in their daily task. "The Erie Magazine" has done likewise.

This table shows that for every postage stamp needlessly wasted, the railroad company has to haul a ton of freight a distance of 3½ miles to make up for the loss. We should remember this in the use of our postage.

For a lead pencil wasted, the haul is two miles, a track spike 2 miles, 1 pound of waste, 10½ miles; a lamp

chimney, 10½ inches; a station broom, 35 miles; a lantern, 100 miles; a track shovel 90 miles; 100 pounds of coal, 20 miles; 1 gallon signal oil, 60 miles; air hose, 225 miles; draw-bar knuckle, 100 miles, etc. This means that if you fail to move a car to a connecting line until to-morrow, that you might have moved today, or before midnight tonight, you have not only delayed the car, but you have compelled the Erie to haul a ton of freight a distance of 20 miles to recuperate from the loss.

W. D. PARKER.

On the other hand, if the connecting line offers you a car in interchange today, that is not actually available to you on the designated interchange track until after midnight tonight, and you fail to correct the interchange report, the Erie will have to pay per diem on that car one day, that it was not available, and not properly chargeable to them, and they must haul a ton of freight 20 miles to regain the loss. Also, if you fail to reclaim the customary four days for a car on which the Erie is entitled to reclaim, she will have to haul a ton of freight 80 miles to offset it.

It means that she will have to haul a ton of freight 57 miles to regain that $1.00 car service, which could not be collected because of a faulty record. It means that she will have to haul a ton of freight from 10 to 20 miles for every hour your clerk wastes. Perhaps we will all say that our clerks do not waste any time, that they are employed during the whole of their working hours every day, but, if through inefficiency on his part, or injudicious arrangement of his work on your part, it takes him two hours to do the work he should do in one, then the other hour of his time is wasted.

Perhaps we have a clerk that has an antiquated and round-about method of doing his work. If so, we should get into the game with him a few days and see it we cannot so arrange and systematize his work that he can do it quicker and easier.

In some of the larger stations, a clerk is sent out to collect, and I have known of cases where he walked a mile and back, requiring an hour or more of his time at, say, 20 cents an hour, when a two-cent stamp and a little diplomacy used in educating the patron to mail you a check promptly would have answered as well.

In the matter of stationery, I am satisfied that many agents order beyond their actual needs for the ensuing sixty days, and, as they have no requisition case, the stationery is piled up somewhere, where it becomes soiled, and a considerable of it rendered unfit for use. I believe the management of the Erie could practice a bit of judicious economy in the stationery line, by furnishing a stationery case, similar to that furnished by the Penna. Co., with a pigeon hole of the proper size for each blank, these blanks to be kept in form No. order. An agent could then readily keep his supply regulated to his actual needs. Also, I think a stationery requisition book, like the Lake Shore Railroad uses, is another source of judicious economy.

This book holds a year's requisitions and has a column for "average consumption," immediately following the form No.; then follows two columns for each requisition during the year—one for "on hand," and the other for "wanted." This book is flexible and is rolled up and mailed to the superintendent; each requisition passes through him to the other of-

ficials whose approval is required, until it reaches the stationery store, and is thus returned to the agent with his stationery supply.

It helps the agent to keep a better check on his supplies. and enables each official to see at a glance what the agent has been ordering of each form for several months. or a year back. Until such time as our company puts out such a book, I think it would be well for us to draw up our own book for a station record.

In the matter of claims: Here is perhaps the most prolific opportunity for the operation of economy, of a negative or preventive nature, in all the field of railroading. This is evidenced by the fact that the Erie Railroad paid out for the month of January, this year, the sum of $49,279.49, in claims. A corporation, like the individual, does not object to the expenditure of money, so long as it gets value received, but here is a source of large expenditure, for which there is absolutely no value received.

The vast sum of nearly $600,000.00 annually paid out by the Erie Railroad without any returns is enough to arouse the working interest of every employe, who has the welfare of the company at heart, and enthuse every one to do his best to prevent loss and damage to freight. A great deal has been said in these meetings with reference to the prevention of claims, and it is a subject worthy of all the discussion it has received. The ground has been so well covered, I will not attempt to add to this feature of the question. There is one point, however, which has, I think, been somewhat overlooked in the discussion, and that is the furnishing of information and the proper presentation of the claim papers to the freight claim department, so that the payment of an excessive amount will be obviated.

Too much cannot be said relative to the prevention of claims, but after the damage has occurred, after the goods have arrived at your station in a damaged condition, and a legitimate claim has been incurred, are we always careful to handle the matter in a manner that will enable the freight claim adjuster to determine to just what extent the Railroad Company is liable, and prevent the paying of an excessive amount? Do we place exceptions on our freight bills and on the damage reports, which are full, clear and concise?

It is not sufficient to say "one stovebroken," or "one sewing machine in bad order," but we should state definitely the nature of the damage; just what part or piece is broken, and note whether or not it can be readily replaced with a new piece, and approximately what it will cost; in short, we should take the same interest in it, as if we were in business ourselves and had the claim to pay personally.

Many persons, otherwise honest enough, deem it perfectly legitimate to endeavor to get back all their freight charges, or more, by the presentation of a claim for some damage to it, and they have no qualms of conscience over the fact that it represents a sum in excess of the actual loss sustained. They have, as a rule, however, sufficient respect for business methods, to reduce their claim to a proper basis, if the agent explains to them wherein it is excessive, and they see that he knows his business.

We are the representatives on the ground, and are in a better position than any one else to judge as to the correctness of a claim, and we should take a pride in not allowing a claim to pass through our hands, that is for more than a fair recompense for the actual loss sustained.

There are, probably, many other matters of economy we might, by a little thought on the matter, put into effect at our respective stations, and by so doing help to swell the net earnings of the railroad, from which we obtain our livelihood.

THE POPULAR TEN SPOT.

Perhaps the average reader would find it difficult if not impossible to state offhand the denomination of the notes which represent a larger proportion of our currency circulation than any other. The outstanding circulation amounts to something more than $2,546,000,000 and consists of notes of eleven denominations, ranging from $1 to $10,000. There are outstanding 154,411,835 one dollar notes. But neither the one dollar notes nor those of $10,000 represent the larger item in the currency circulation. There are 22,160 notes of $10,000 each outstanding—a total of $221,160,000. But the most important is the ten dollar note, of which 6,699,464 are in circulation, representing a total of $669,944,640. So the ten spot is your Uncle Sam's favorite issue.

HOW "MAN FAILURES" CAUSE COSTLY ACCIDENTS.

RECENTLY a very bad accident occurred on one of our divisions, which cost the company several thousand dollars for damage done.

The particulars connected with this accident are as follows:

A westbound freight train had to cross from the westbound track to the eastbound track to pick up some cars in the yard. Crossover switches and distant signal were set against all eastbound trains, while the westbound freight train was doing its work. Before it had finished, an eastbound freight train arrived, stopped for the distant signal, remained at a point about 10 or 12 cars length east of the distant signal for 12 or 15 minutes, before starting.

The westbound freight train pulled out of the yard, after picking up cars, backed onto the remainder of the train, which stood on the eastbound track, threw the switch from red to green, which indicated that the eastbound main track was clear, so far as the track leading from the eastbound main track into the yard was concerned.

Head brakeman on eastbound freight train observed the switch light showing green; also the markers on the westbound train. He thought the train was clear on the westbound track, and gave his engineer a signal to come ahead, which the engineer did. They had run but a short distance—probably 30 or 35 cars length, when they ran into the side of the westbound train, which was pulling through the crossover from the eastbound main track to the westbound main track.

Two engines and five cars were derailed, all badly damaged, also the tracks, which were both blocked for several hours, and trains detoured over other roads.

The engineer and head brakeman on the eastbound freight train, also others, said the night was clear, all night lights could be plainly seen; also that the distant signal governing the crossover, was against them, and that they stopped for it. This signal was against them when the accident happened. They did not see the switch light on the crossover switch, as view was obstructed, on account of the westbound train passing through the crossover. This certainly was a very bad piece of railroading. As long as men will do this kind of work, there will be accidents chargeable to "Man Failures."

One of the most attractive things connected with this accident was that the conductor of the eastbound freight train remained in his caboose all the time, and did not go over ahead until after the trouble had occurred.

What should have been done when the eastbound train was stopped was this: the conductor should have immediately gone over ahead to ascertain why the movement of his train was interfered with. The brakeman should not have given his engineer a signal to come ahead; neither should the engineer have acted upon it until they both, personally, knew or could see that the switch light governing the crossover showed green for them, in view of the fact that they all observed the distant signal, which indicated that the crossover was set against them.

The writer knows that if a lot of our conductors would be more on the alert, and when their trains are not moving as they should, get out and see what is going on, a great many accidents could be avoided.

The above accident seemed so uncalled for, after the investigation, that it was thought to be a good idea to send particulars out as information, so that all connected with the operation of trains could read it for the good of the service.

A REAL PATRIOT.

"Let's see," said the lawyer who had met an out-of-town acquaintance on a street car, according to the New Orleans "Picayune," "doesn't your town soon hold an election?"

"It does."

"And I suppose you take a lively interest in it?"

"Well, not too lively—not as lively as I used to."

"Interest falling off, eh? Didn't you run for mayor two or three years ago?"

"I have run for mayor of my town seven successive times, sir."

"And been—been"—

"Been defeated every time, sir."

"Then you probably won't run again?"

"That's uncertain. I am going to inquire around and find if I am really the man they want. If I am, then I'll take the candidacy; if not, then I will try to defeat the man they do want."

ECONOMICAL USE OF COMPANY STATIONERY AND SUPPLIES.

AMONG the very important and consistent topics discussed at the Erie Railroad Freight Agents' Association, held in Chicago, February 23d and 24th, was "Economical Use of Company Stationery and Supplies."

It is more than four months since that meeting was held, but the seed sown on that occasion is now bearing fruit.

The Association of Erie Local Freight Agents, Susquehanna and Tioga Divisions, has furnished the minutes of a meeting held at Elmira, N. Y., and it is noted that Topic 3, which covers the above subject at the Chicago meeting, was indorsed at Elmira, in this way:

"Topic 3—Subject, 'Economical Use of Company Stationery and Supplies.' Motion made and carried that the members of this association present, heartily approve of Topic 3, as prepared and read by Mr. Case at the Chicago meeting, and the president and secretary be instructed to formulate and send letters to all members of the association, calling their attention to the importance of economical use of company stationery and supplies. Agents present expressed the opinion that considerable benefit and economy has been derived from the discussion of this important subject as presented by the C. & E. Division. On their return from the Chicago meeting, many of the agents found that there was much laxity on the part of their forces in the economical handling of stationery and supplies. Covers were ordered at once for all ink wells, and clerks instructed to keep same covered when not in use. Old forms that have gone out of use were cut in convenient form and used for 'clip,' and what seems to have become the habitual use of Form 282 for this purpose dispensed with."

The carrying of the motion made, indorsing Topic 3, means that the agents of the Erie Railroad in the Freight Department will put forth their best efforts to economize in the use of the stationery and supplies used by them and their subordinates.

If these agents are loyal enough to declare for an era of economy, then what good reason is there why all other departments should not emulate the splendid example?

The pages of this magazine, from time to time, have contained interesting articles on the subject of "Economy," and the matter, for the most part, has been furnished by the heads of departments that deal with material used, and are, for that reason, thoroughly seasoned and equipped to state facts, as to what is going on.

On another page will be found a carefully written and comprehensive article , by Mr. W. D. Parker, Erie agent at New Castle, Pa. It will be noted that Mr. Parker has dwelt at length on the question of "Economy," quoting from a railroad magazine, what it says about the waste of material, and what it costs a railroad, in the way of carrying freight, to cover the loss. Mr. Parker has hit the proper chord, and his clever article, from start to finish, will be read, it is certain, with great interest and benefit.

ORDER OF THE RED SPOT.

The following engineers have had their names attached to the cabs of their engines, same being on account of their having kept engines in excellent condition, and performed exceptionally good service.

Greenwood Lake Division.

Engine.	Engineer.
793	Henry Whitney Smith

Northern R. R. of New Jersey.

Engine.	Engineer.
514	William Arthur Johnson

New Jersey & New York R. R.

Engine.	Engineer.
824	Calvin Voorhis.

July Membership.

SUSQUEHANNA DIVISION.

Engine	Engineer	Fireman
2565	J. A. Hammond	W. F. Zeltwanger
	S. Mercereau	H. N. Foulke
2564	John Haire	C. H. O'Donnell
	S. E. Mason	J. H. Bly
2567	A. C. Van Damark	L. A. Jackson
	E. A. Brink	B. F. Dailey
2545	G. C. Fletcher	M. D. Peck
	J. J. Gahagan	L. B. Eastman
2566	M. A. Lynch	E. E. Flint
	M. McCarthy	G. W. Jones
528	G. C. Redfield	L. M. Westcott
	A. Jordan	E. M. Cincebox
518	J. C. Miller	C. H. Rose
	T. Purcell	V. E. Whited
1643	W. G. Cowgill	W. W. Fisk
1362	M. Mersereau	P. J. Canny

TIOGA DIVISION.

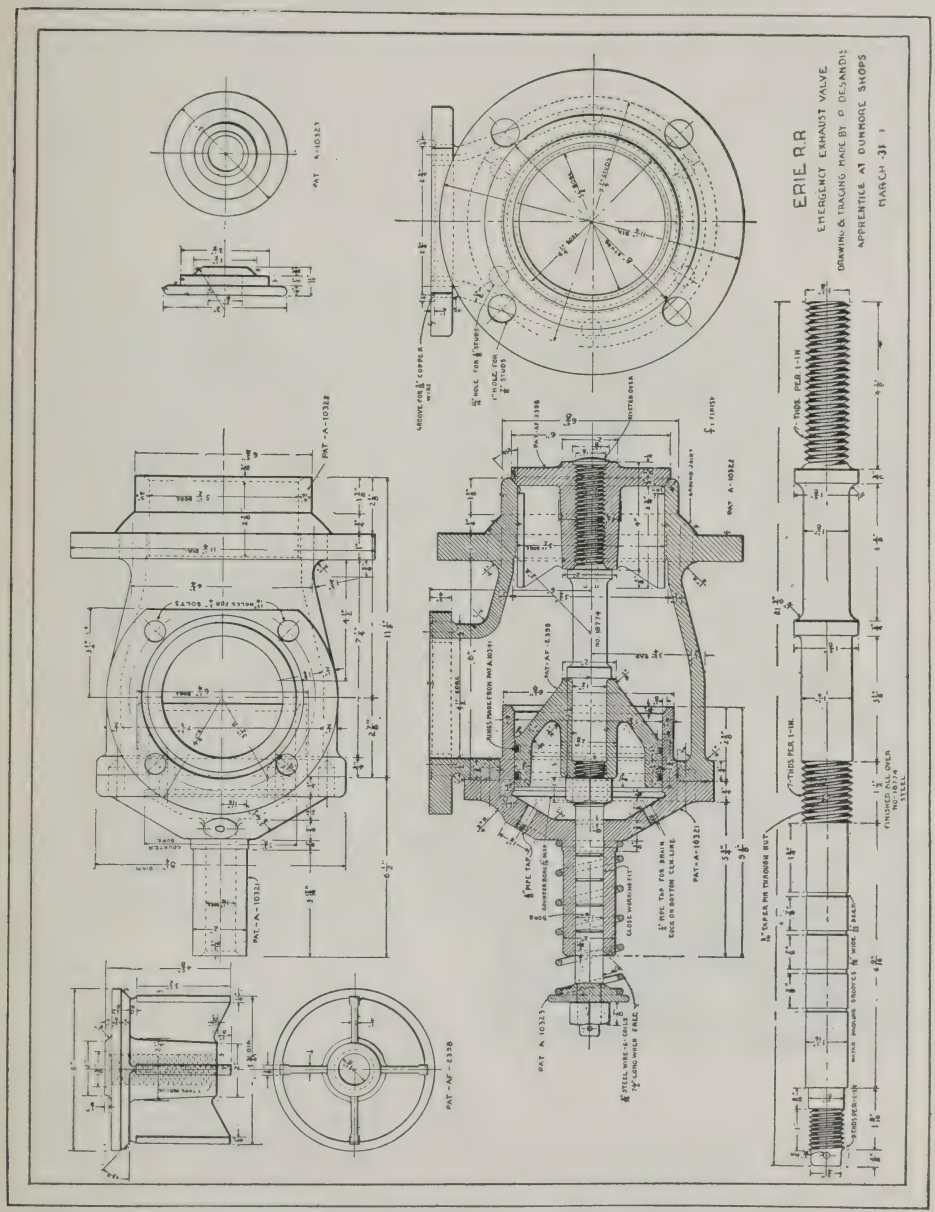
402	W. S. Scott	A. BUNN
401	F. Hebe	D. O. Smith
1096	T. D. Jones	A. S. Knapp
1275	W. A. Hughes	O. G. Ogden

PENNA. R. R. BRANCH.

897	M. H. King	F. Buck

NEW YORK CENTRAL BRANCH.

975	C. Doolittle	R. Doolittle



DRAWING MADE BY PETER DE SANDIS, ERIE APPRENTICE, DUNMORE SHOPS (See Page 284).

A PROMISING MECHANIC.

This Magazine has been using considerable space to the presentation of photographs, drawings and biographical sketches of young apprentices, who are being prepared for mechanical careers in the shops of the Erie Railroad, and it is believed that every inch of space so used is sowing seed in the proper kind of soil.

Last month was shown a drawing by J. C. Clark, who has graduated from the Susquehanna Shops, and is now showing his worth as a mechanic. The pictures of young Clark, Gale, Washburn and Claire Payne were shown in a group, the latter two being bright apprentices.

PETER DE SANDIS.

In connection with this story, a picture of Peter DeSandis, who is now serving his apprenticeship at the Erie's Dunmore Shops, is presented, together with a drawing, shown on another page.

Peter DeSandis was born in Naples, Italy, May 10th, 1888. His parents moved to this country in 1891 and settled at Dunmore, Pa.

He attended the Dunmore public school, and at the age of 17 entered the service of the Erie Railroad Company as a machinist apprentice. At the expiration of his third year as an apprentice, he was promoted to the position of machinist.

HOSPITABLE MR. DOWLE.

One of the boys, who holds forth in room 1177 at Erie headquarters, when he isn't touring the country, and whose name is Newfield, sends in a boom cheer from Detroit. He gives it straight that when he arrived in the "City of Straits," a total stranger was he, with not even a knowledge of where to go to slake his thirst.

Stopping at the office of the Michigan Central freight agent to ask where F. H. Dowle, general agent, Erie Railroad, could be located, he was not only put straight, but was advised that when Mr. Dowle was found, the stranger would meet the "Real Article" in the way of a right good fellow, and Newfield never went back to deny the assertion.

He says he found Dowle—who objects to being called "Dowie"—a right royal fellow, who gave him a good time, and made him feel worse about returning to the short hand, than if he had kept away from Detroit altogether. Mr. Newfield wishes to thank our friend Dowle through this Magazine, for all courtesies shown him, and to add that he, Dowle, wished to be remembered to "All Hands" at 50 Church Street, not by any miscue forgetting these: Messrs. D. W. Cooke, H. C. Hooker, Henry Adams, "Charlie" Case, H. C. Barlow and C. L. Chapman.

CLEAN MONEY.

United States Treasurer McClung has recommended in his annual report that Congress provide additional facilities for exchanging old and defaced United States paper currency for new. Asserting that there is a widespread interest which advocates a cleaner and more sanitary currency, he says that the sentiment is a laudable one and should be attainable because the expense is but a trifle compared with the beneficial results. It has been demonstrated that bacteria attach themselves readily to paper money, and there is no doubt that disease is thus disseminated. Mr. McClung's crusade for a clean currency ought to find prompt and sympathetic response.

OBITUARY.

Thomas C. Clifford.

On July first, at his home, number 754 Parker Street, Forest Hill, New Jersey, Mr. Thomas C. Clifford, superintendent of Dining Car Service and general baggage agent of the Erie Railroad, passed out of this life, at the age of 62 years. He is survived by his widow, and two brothers, J. G. and E. T. Clifford.

The immediate cause of his death was pneumonia, combined with pleurisy, both of which developed after he had undergone an operation at St. Luke's Hospital, New York City, on May thirtieth, last.

THOMAS C. CLIFFORD.

After remaining at the hospital until the latter part of June, and realizing that recovery was doubtful, the patient was removed to his home, where the end came peacefully.

About two years ago Mr. Clifford underwent an operation for appendicitis, which appeared to be successful, but from that time he was far from being a well man. On May second he accompanied a party of Erie men to Chicago on a special train, and he did so against his own judgment, as he was then a sick man. A sense of duty and a desire to be with his friends impelled him to join the party. On the return trip, however, he was taken ill and hastened to Jersey City, and was hurried to his home, later going to St. Luke's Hospital, when an operation was decided on.

Thomas C. Clifford was born at Rochester, Kent, England, October 8th, 1851. He came to the United States and located at Goderich, Canada, where he took up the study of chemistry. He entered railroad life in 1871, successfully filling various positions in the train service, namely, conductor, city ticket agent, traveling passenger agent, as well as division superintendent, superintendent of dining cars and superintendent of news service for the Wisconsin Central Railroad.

He entered the employ of the Erie Railroad as superintendent of dining cars in November, 1896, and in 1909 was appointed general baggage agent as well, both of which positions he held at the time of his death.

Mr. Clifford was a man of nervous temperament, and one had to know him to appreciate his good qualities of mind and heart, and, when once acquainted, the friendship was warm and lasting. He was a man of rare judgment, and, while he appreciated the value of discipline, was proverbially fair in his dealings with those that came within his official jurisdiction. He was well liked by the men in his department, and when prostrated two years ago and suffering from the effects of the surgeon's knife, they stuck closely to him and cheered him with words of encouragement and gifts of flowers. These tokens of friendship he never forgot, and he often spoke of them with moistened eyes.

His character as a man was spotless, and he was unwavering in his loyalty to duty and to the Erie Railroad, to whose officers he was bound with ties of the warmest friendship. He was a model railroad man, who performed duty as he saw it. His appreciation of uprightness was so keen, that he often said he would like to have carved on his tombstone, "Here lies an honest man."

Mr. Clifford was an enthusiastic Free Mason, and prominent in the Order. He was a member of the Scottish Rite Body, Commandery and Mecca Shrine.

Funeral services were held at the Forest Hill Presbyterian Church, corner Highland Avenue and Heller Parkway, Newark, N. J., on Wednesday afternoon, July 3d, at 3 o'clock,

the Rev. F. W. Lewis officiating. Masonic services were held also. Interment took place at Fairlawn Cemetery, Newark, N. J.

A special train left Jersey City at 2.15 o'clock for the accommodation of the Erie's officials, and other friends, who attended the funeral.

Jacob Van Duser.

The death of Jacob Van Duser, removes another veteran from the ranks of New York Division Conductors.

Mr. Van Duser, who died during the latter part of June, had served the Erie well and faithfully, since the seventies, when he entered the freight service. During the early eighties he ran the Way Freight between Jersey City and Port Jervis on alternate days with the late William H. Camp. On Sundays these two ran passenger trains between the same points.

About a year ago Conductor Van Duser was retired on account of old age and failing health, and he retired to private life. For years he ran the Newburgh Express between Jersey City and Newburgh, and was a prime favorite with the patrons that rode to and from Tuxedo. He was also a great favorite among his fellow conductors, being always a fair and square man, with a smiling countenance and kindly nature.

Interment took place at Mountainville, Orange County, N. Y., and was attended by a large delegation of New York Division Conductors, several of whom served as pall bearers.

William Sharp.

A feeling of deep sorrow pervades the Erie ranks at Bradford, Pa., and the city, as well, on account of the recent death of Erie Conductor William Sharp, who was a general favorite among the boys wherever known.

Conductor Sharp, or "Scotty," as he was affectionately known, met a tragic death. He, in some way unknown, slipped from his train, and, falling beneath the wheels of a moving car, was instantly killed.

Deceased was a member of Lodge 228, B. of R. T., and was both fair and consistent. He had been employed by the company for the past 28 years, most of the time at Bradford.

He leaves a family to mourn his loss. The funeral was a large one, the pall bearers being Frank Maginn, Richard Roche and John Mullins of Bradford, and John Harvey, D. W. Kehoe and H. C. Warner of Salamanca, all members of the B. of R. T.

George T. Menish.

It is with much regret that the death is recorded of George T. Menish, who stood high in the Motive Power Department of the Erie Railroad.

Mr. Menish passed away at his home in Huntington, Ind., after a lingering illness. Deceased had filled, with credit to himself and satisfaction to the Erie Railroad, the positions of trainmaster at the Chicago Terminal, road foreman of engines and supervisor of locomotive operation. It was while filling the latter position that his health failed, and he had to give up work.

Mr. Menish studied law earlier in life, and was admitted to the bar in 1896 at Winimac, Ind., and later at Huntington, quitting the law to join the Erie forces. He was a 32d degree Mason and Shriner, a member of the Eastern Star, Rebekahs and the Maccabees; also the Brotherhood of Locomotive Engineers and Traveling Engineers' Association, and a prominent member of the Central Christian Church. Deceased leaves a widow and several children.

John Fay.

In the recent death of John Fay, the Erie Railroad has lost its oldest employe at the East end of the line, and one of the oldest on the entire line.

Mr. Fay had been employed as Foreman on the various piers at Jersey City and Weehawken for over fifty years. About two years ago he suffered a stroke of paralysis, from which he never recovered, and this incapacitated him from work.

At the time of his death he was 70 years old, and among the best known residents of Jersey City's famous "Horse shoe" district, where he had lived ever since coming to this country from Ireland 52 years ago.

He was a member of the Catholic Benevolent League and the Holy Name Society of St. Michael's Church, and is survived by his widow, a son and five daughters.

Alfred Richmire.

Salamanca, N. Y., has lost another good citizen, in the death of Alfred Richmire, an old shop employe, who had resided there for 43 years. He

entered the shops of the Atlantic & Great Western at Randolph, N. Y., and came to Salamanca when the shops were removed to that place in 1869.

For 43 years he was foreman of these shops. He was a member of Cattaraugus Lodge, 239, F. & A. M., Salamanca Chapter, 266 R. A. M., and Salamanca Commandery, 62, K. T.

TRAFFIC WORK TRAINING.

Vocational training is the trend of the modern methods of education. Its value to the young boys in our midst cannot be too highly spoken of. But the movement has not ended with the schoolboy. It reaches out through educational institutions for the "man on the job" as well, to strengthen him in the handling of his duties, or to guide him into other paths of endeavor, where efficiency may offer greater reward.

We have noted of late the specialization by some of these educational institutions, of a subject ever present in the mind of the railroad man, because of its important relation to the revenue production of the business. We speak of the subject of traffic work as applied to general commercial business and to the railroad business in particular.

There is no question as to the field of opportunity that is opened up to the well-informed man in this department, and the growth of its importance becomes emphasized and strengthened every year. Every railroad employe is a higher official in the embryo, and while some of the men may feel at times that their company's organization is so large that their individual ability may never be recognized, the real facts of the case are quite the reverse and proven by many of the successful executives now in railroad life. Any indication on the part of any employe in any business to improve the spare moments in a manner that tends to increase his own efficiency and thereby his usefulness to his employer, is sure of recognition sooner or later.

A recent editorial in the TRAFFIC WORLD, commenting on the field and future offered by traffic work, says: "As yet the profession is not overcrowded, as are most of those which have been recognized as such for a longer period. It may be that as the position is generally a salaried one, it may not hold out to the optimistic young man the same rosy future in a pecuniary sense that he can picture to himself in some other line. At the same time, it must be remembered that what looks rosy at a distance may have a faded aspect upon a nearer approach. Then a substantial salary with a prospect of a constant requirement for the service may afford a very satisfactory substitute for the rosy view."

The subject is indeed one well worthy of the careful thought of every ambitious railroad man.

HE WAS WELCOME.

It was near midnight when the tired traveler got off the train at a flag station, and the rain was coming down faster and faster. There was no hotel, but by the intermittent flashes of lightning he groped his way to a farmhouse and rapped heavily. No one came to the door. As he stood on the doorstep the water from the eaves trickled down his collar. He rapped again. Still no answer. He could feel the stream of water coursing down his back. Another spell of pounding, and finally the red head of a lad of twelve was stuck out of the second story.

"Watcher want?" it asked.

"I want to know if I can stay here over night," the traveler answered testily.

The red-headed lad watched the man for a moment or two before answering.

"Ye kin fer all of me," he finally answered, and then closed the window.

CURIOUS OLD LEGEND.

Here is a curious legend of Cologne. Once upon a time there was a burgomeister of the town whose wife died and was buried. In the evening thieves, seeking to take jewels from the dead, opened the coffin. Now it happened that the woman was not dead, but in a trance, and when the thieves broke into her burial place she awoke and went to her home. There she called a servant, who ran in fear to his master and told him what had happened. The scared burgomeister replied to this, "I would sooner believe that my horses were looking out of the top floor window than believe that such a thing could be." Scarcely had the words left hs mouth than he heard horses galloping up the stairs. In memory of this and of the return of his wife, he had two horses' heads in stone set in a top floor window of his house, where they remain to this day.

UPPER MONTCLAIR'S BEAUTIFULLY ILLUSTRATED BROCHURE

THE VIEW FROM STATION AT ONCE PLEASES AND DELIGHTS THE EYE.

THE spirit of civic pride has been strongly manifested by the Mountain Society of Upper Montclair, a place of residence nestling in the mountains of Northern New Jersey, where nature has been bountiful in its gifts, where breezes blow and brooklets flow, and where the hand of man has assisted in making it as pretty a place in which to live, as could be chosen.

Leaving aside the serious consideration of Upper Montclair being proverbial for its healthfulness and genteel residents, it is a place convenient to New York, and made so by the splendid train service afforded by the Erie Railroad, which claims the town as its own, because no other railroad shares the patronage.

Live interest in Upper Montclair has been demonstrated, recently, by the Mountain Society, which has written, printed and illustrated, an artistic brochure called "Upper Montclair in June." The views show the result of intelligent co-operation and civic effort, and the Erie Railroad is heart and soul with the members of the Society in their purpose to beautify the town and add to its attractiveness in every way possible.

The intelligent residents of Upper Montclair share the opinion of people of other places in the estimate they make of railroad stations generally, and the grounds surrounding them. It is a strange coincidence that most beautiful towns do not have attractive stations, or, at least, they are not made attractive, when a little effort in the way of maintaining flower beds, shrubbery, etc., would make them attractive and cause the public to pay pretty compliments. In this connection the brochure issued from Upper Montclair, has this to say:

"It has been well said that, 'for perfectly obvious reasons it is important that every city, town and village, should do all that is possible to insure convenience, orderliness, and a certain type of beauty in and about its railway approaches.' These pages are designed to show what can be accomplished at small expense and minimum labor when there is intelligent co-operation.

"The evolution of the railway station from unsightliness to a thing of beauty is almost the work of the present generation. In the early days, this indispensable adjunct was constructed simply for *use*, with never a thought of making it attractive. Shrubbery, flowers, tastefully laid out grounds and inviting approaches were as foreign to the plans of those concerned as our modern comforts and pleasures would have been to the

TALL POPLARS, SHRUBBERY AND VINES, HIDE UNSIGHTLY VIEW.

grim old Puritans of New England. The railway station was simply a place to get on and off the trains scheduled to stop at that point. For years the 'depot' of one of the greatest lines in this country, at a State Capitol, was always referred to as 'The Cow Shed.' It was a rickety building, which had been added to by piecemeal as necessity arose, unpainted, with rough floor, leaky roof, and without a claim to comeliness.

"The spirit of improvement, however, was broadening and spreading over the land. Here and there the agent at a way-station, or more probably his wife, added a rose bush or a wisp of vegetation, or with patient irrigation transformed the plot of scrawny withered grass into a velvety green. The milk-white shells were arranged in patterns as pretty as those traced by the broom of the thrifty Frau on the sanded floor in New Amsterdam. The name of the station bloomed in crimson flowers against the shaded background, and passengers looked out upon the spot in the wilderness that had been made to blossom as the rose. In justice to the railways themselves, it should be said that in most cases they led in this pioneer work of adornment, and encouraged it on the part of their employes.

"The modern railway station not only serves its original purpose, but, if properly kept, makes a good first impression on the outsider. As a central point, the stranger considers it an index of the ideals of the people, a type to which the whole appearance of the place should conform. And how restful it is for the tired business man or wearied shopper, coming from the blistering, dust-choking city, to catch a grateful breath of coolness under the over-arching shade and feel that this is *home* in the truest sense of the word.

"That such results are within the reach of every community has never been more strikingly shown than at Upper Montclair, New Jersey. Favored by nature with a high location and healthful surroundings, this town, officially the First Ward of Montclair, is the home of culture and of the highest type of civic enterprise.

"One of the most effective agencies in the expression of this spirit is the Mountain Society, founded some thirty years ago, with its aim the material betterment of Upper Montclair. Dependent wholly upon the voluntary support of the citizens themselves (which support has always been generously given) it has toiled with unflagging energy, excellent judgment and unselfish purpose.

"The Mountain Society was quick to see that the only means of reaching the highest attainment was by cordial co-operation with the railway

company upon which the growth of the town largely depends. The corporation promptly met the Society halfway, and together the two strove, with the result that this part of the town is today a pleasure to their eye. To paraphrase the tribute of Sir Christopher Wren: 'Do you ask what they have done, *look around you.*'"

An example of what has been done at Upper Montclair Station, may be seen at a glance. Before the Society took the matter in hand, an ordinary pile of ashes and dirt greeted the gaze of those who stood on the station platform and looked across the tracks. That unattractive spot has been transformed into a bank of flowering shrubs, and is beautiful to feast the eyes on. The first illustration tells with greater force than words, just how the sloping bank appeared in June, when the photograph was taken.

A little brook wends its way along at the foot of the artistic bank, after crossing beneath the railroad tracks, and beyond it in view of the station stands a tall row of majestic poplars. These were planted to hide from view an unsightly spot. The picture shows how well they accomplish the purpose, and bespeaks the foresight of the Society in carrying out the scheme.

Not only trees have been planted, but vines, and lavish has been the Society's hand in the distribution. On the station side of the tracks is a bountifully shaded park, with a vehicle approach, that defines artistic taste in its construction.

It would be difficult to find a more beautiful layout than has been made at the Upper Montclair Station, and it's all the result of careful study and the carrying out of ideas intelligently conceived.

What has been accomplished at Upper Montclair Station is but part of what the Society has worked out elsewhere, but the point is the railroad station is a "Thing of beauty and a joy forever."

The brochure, by the way, is printed on half-tone tinted paper, and the pictures are shown in russet. There are ten in all, and they were specially chosen to carry out the idea of proving that a railroad station, if properly maintained and the grounds surrounding beautified, after the manner of the Erie station at Upper Montclair, is a permanent advertisement for the town which it represents.

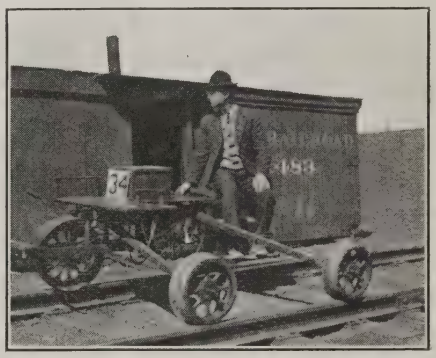
From many prominent gentlemen, to whom a copy of the brochure was sent, have been received replies so full of commendation, as to make the Mountain Society of Upper Montclair, feel amply repaid for all the trouble and expense they were put to in their effort to get out the edition.

JOHN J. KERWIN EN ROUTE.

It affords great pleasure to show our readers, J. J. Kerwin, Supervisor of the Erie and Jersey Railroad, hustling to the scene of a landslide on a motor car.

Mr. Kerwin signed with the Erie August 20th, 1899, in the maintenance of way department, under J. R. W. Davis, as stenographer, and was employed under George Sargent, as acting chief clerk; R. S. Parsons, as chief clerk, and J. Burke, as road clerk, all of the same department, until October, 1906, when he was advanced to the position of supervisor of the Northern R. R. of N. J. and the N. J. & N. Y. R. R., where he remained for three years.

When the Erie and Jersey became a reality, the Erie, seeing what a good man it had in Mr. Kerwin, decided



KERWIN AND HIS CAR.

that he was eligible for the position of supervisor, and from November, 1908, he has acted in that capacity.

Mr. Kerwin has about 45 miles of track in his territory, and, from the fact of its being a recently constructed road, the amount of work attached to the position of supervisor, is realized.

"Johnny," as he is called by his associates, is well liked by all who know him, and has had as high as 500 men under his jurisdiction. He has always been known to do the right thing by his men, and that, if for no other reason, has won him a host of friends.

PORT JERVIS Y. M. C. A. LAYS CORNERSTONE.

THE corner stone laying of the Young Men's Christian Association's new building on Pike Street, Port Jervis, N. Y., took place on Friday afternoon, June 28th, at 3.30 o'clock, and was an interesting event, that was attended by nearly a thousand people. The business places of the city were closed during the ceremonies, which were very interesting and impressive. The scene about the building which is now in course of construction, was a pretty one, the front being decorated with American flags.

Dr. H. B. Swartwout, president of the local association, presided, and among the invited guests seated about the speakers' stand were the officers, directors and trustees of the Port Jervis Y. M. C. A., International Secretary H. O. Williams of the Young Men's Christian Association, Luis Jackson, Industrial Commissioner of the Erie Railroad Company, who represented President F. D. Underwood; Rev. J.Holmes McGuinness, representing Mrs. Mary W. Harriman; Mayor W. H. Nearpass, Aldermen Bishop, Browne, Schauer, Brown and McCombs.

Dr. Swartwout opened the exercites with interesting remarks on the growth of the association, and referred to the inadequate quarters which made the new building necessary. This beautiful Y. M. C. A. home will have room enough for the hundreds of railroad men running into Port Jervis from other divisions. On behalf of the association, he thanked the Erie Railroad Company for the fine site, which cost $10,000, and Mrs. Mary W. Harriman for her gift of $10,000; also the many contributors in the campaign. In conclusion he read a letter of acknowledgement from Mrs. Harriman for the invitation to attend in which she extended greetings and added her best wishes for the success of the Y. M. C. A.

The audience sang, "Onward Christian Soldiers," after which Rev. A. C. Covey, of Matamoras, delivered the invocation. The Rev. Uriah Symonds of Port Jervis, read a passage from the scriptures and Rev. W. L. Ketner, of Matamoras, Pa., led in prayer. President Swartwout then introduced Luis Jackson, Industrial Commissioner of Erie. Mr. Jackson stated that President Underwood was unable to be present on account of other engagements and he had been requested by the executive head of the company to represent him. The speaker said his business was to locate industries along the Erie system, but this association would be a very productive one. He spoke of what the saloons had done for the railroad man in years past, when they gave to them amusement and comfort. They were a club and there he found companionship. Now, he said, the Young Men's Christian Association, the greater club, has taken away all the amusements, even to pool, from the saloons and left them nothing but drink. The association, he continued, is the great basis of our civilization, and helped to preserve the principles of religion, when, in 1859, Charles Darwin shook the foundation of civilization with his epoch-making book, which said, that mankind originated from the lower animals. This may all be true, but does not affect principles, and all creeds are found attending. Mr. Jackson told of the Y. M. C. A., which had spread over the world, and that he had visited them in Australia, the Fiji Islands, Turkey, Germany and in other countries. The Association rooms, Mr. Jackson added, are not like the lodge or church, open once a month, or once a week, but represent the open door. Though not a Catholic, Mr. Jackson spoke highly of the Catholic Church, which makes a point of keeping open all the time, that the people might visit them. He, himself, had visited the principal cathedrals of the world at any hour. In concluding his remarks, Mr. Jackson pleaded for the support of the open club, which is largely helped by the manufacturers, merchants, and the railroads, because they come in contact with employes and are interested in the work of bettering the young men.

International Secretary H. O. Williams of the Young Men's Christian Association, brought greetings from the International Committee and outlined six things which the association must undertake and accomplish. These are cleanliness—meaning the moral cleanliness — companionship, culture, co-operation, confidence, and letting men feel they are worth while.

Worshipful Master, Herbert Senger of Port Jervis Lodge, No. 328, F. & A. M., presented a silver trowel for use in laying the cornerstone, which was accepted by President Swartwout for the Y. M. C. A. Dr. Swartwout then laid the cornerstone. After a se-

lection by the audience, Rev. J. Holmes McGuinness, of Arden, N. Y., expressed Mrs. Mary W. Harriman's best wishes for the success of the association. Rev. Samuel Jones, pastor of the Methodist Church, reviewed the history of the local association since its organization 25 years ago, and praised the Erie Railroad Company and Mrs. Harriman for their gifts, which made the new building possible.

Following another selection by the audience, Rev. Uriah Symonds pronounced the benediction. The exercises were interspersed with selections by the Munnich Brothers Fife, Drum and Bugle Corps.

Following is the prospectus:

The new building was made possible through the untiring efforts of our General Secretary who conceived the fact that the railroad men and the young men of our city should have a more adequate place to spend a social hour.

After a personal conference with President F. D. Underwood, of the Erie Railroad Company, Attorney Chas. A. Peabody and Rev. J. Holmes McGinness, representing Mrs. E. H. Harriman, then a heart to heart conference with the Board of Directors of the Association, the new building was assured.

The new building will be 41 ft. x 110 ft., containing about 18,250 square ft. of floor space.

Cost of building including lot, $46,000.

Amount needed for furnishing building, $5,000.

The possibilities of the new building are shown by the division by floors.

Basement—Locker rooms, store rooms, lavatories, shower and tub baths, toilets, bowling alleys, etc.

First Floor—Reading room, lobby, office and check room, pool and billiard room, wash room, toilet and gymnasium.

Second Floor—Dining room and kitchen, assembly room and banquet hall, class rooms, storage room, Ladies' Auxiliary room, toilets and wash rooms, running track and gallery.

Third and Fourth Floor—These floors are divided into bed rooms, storage rooms, toilet and wash rooms and bath rooms.

This was the program:

Dr. Henry B. Swartwout, President Y, M. C. A., presiding.

Remarks—Presiding Officer.

Hymn—

"Onward Christian Soldiers."

Onward, Christian Soldiers
Marching as to war,
With the Cross of Jesus
Going on before
Christ, the Royal Master,
Leads against the foe
Forward into battle,
See His banner go.

Chorus:

Onward Christian Soldiers
Marching as to war,
With the cross of Jesus
Going on before.
At the sign of triumph,
Satan's host doth flee
On then, Christian Soldier,
On to victory;
Hell's foundations quiver
At the shouts of praise
Brothers, lift your voices,
Loud your anthems raise.

Chorus.

Like a mighty army
Moves the Church of God;
Brothers, we are treading
Where the saints have trod;
We are not divided,
All one body we,
One in hope and doctrine,
One in charity.

Chorus.

Invocation—Rev. A. C. Covey, Pastor Epworth M. E. Church.

Scripture Reading—Rev. Uriah Symonds, Rector Grace Episcopal Church.

Prayer—Rev. W. L. Ketner, Pastor Hope Evangelical Church.

Address—Mr. Luis Jackson, Industrial Commissioner, Erie R. R. Co.

Address—Rev. Samuel Jones, Pastor Drew M. E. Church.

Description of Contents Placed in Box.

Laying of Corner Stone—Dr. H. B. Swartwout, Chairman Building Committee.

Silver trowel used presented by Port Jervis Lodge, No. 328, F. & A. M., of Port Jervis, N. Y.

National Taps and Bugle Calls—Munnich Brothers' Drum Corps.

Hymn—

"Christ is made the sure foundation."

(Tune: "Regents Square.")

Christ is made the sure foundation,
Christ the Head and Corner Stone,
Chosen of the Lord, and precious,
Binding all the Church in one;
Holy Si-on's help for ev-er,
And her confidence alone.

All that dedicated city,
Dearly loved of God on high,
In exultant jubilation
Pours perpetual melody;
God the One in Three adoring
In glad hymns eternally.

To this temple, where we call Thee,
Come, O Lord of Hosts, today:
With Thy wonted loving-kindness,
Hear Thy servants as they pray;
And Thy fullest benediction
Shed within its walls alway.

Here vouchsafe to all Thy servants
What they ask of Thee to gain,
What they gain from Thee,
Forever with the blessed to retain.
And hereafter in Thy glory
Evermore with Thee to reign.

Address—Mr. H. O. Williams, International Secretary Young Men's Christian Association.

"America."

Hymn—

My country 'tis of thee,
Sweet land of liberty,
Of thee I sing:
Land where my fathers died,
Land of the Pilgrim's pride,
From every mountain side,
Let freedom ring.

My native country, thee,
Land of the noble free,
Thy name I love;
I love thy rocks and rills,
Thy woods and templed hills;
My heart with rapture thrills
Like that above.

Our father's God to thee,
Author of liberty,
To thee we sing;
Long may our land be bright
With freedom's holy light;
Protect us by Thy might,
Great God, our King.

Benediction—Rev. U. Symonds, Rector Grace Episcopal Church.

Miss Hazel Schoonmaker, Pianist.

Mr. Frederick D. Fowler, Musical Director.

P. & M. ANTI-CREEPERS.

Boltless types of anti-creepers are now the choice, but they must have several qualities, in order to make them better than the bolted types.

The P. & M. Company, Railway Exchange, Chicago, manufactures a successful, boltless anti-creeper, which is self-maintaining and durable. It has a capacity for increasing its holding power on the rail, when the pressure against it increases, and maintains this hold under all conditions of service. It is so durable as to last the life of the rail, and be capable of removal and re-application. The metal used makes it immune from corrosion, cold weather or shocks, such as are caused by dragging rigging, carelessness of trackmen, etc.

The P. & M. anti-creeper contains all the elements of a first-class piece of mechanism, and has rendered excellent service at many points on railroads, where a severe test was given it. This achievement is sufficient to recommend it to all railroads that have use for a device of its kind.

ERIE'S CHICAGO BALL TEAM.

The Erie Railroad Baseball Team, comprised of employes of the general offices at Chicago, opened their season in April 20th in true Erie fashion, defeating the strong Chicago Pneumatic Tool Co. by the score of 4 to 2. Although the score was close, the game was never in doubt, because of the great pitching of Duckstein, who was given fine support by the fast infield behind him. The outfield also comes in for words of praise, because of their speed and accuracy in catching fly balls, which, in several instances, would have resulted in runs for the Tool Company.

On April 27th the boys annexed another scalp—that of the Western Trunk Line Committee, by the large score of 12 to 4.

It must be stated, with due regard for Mr. Hosmer's boys, that they appear to the Erie team much better on the tariff desks, than on the ball field.

The Erie boys are anxious to arrange games with all towns teams between Huntington, Ind., and Chicago, Ill. Agents at stations between these points are requested to forward the names of the managers of teams representing their towns. Address communications to

C. E. Cadieux,
502 Railway Exchange Bldg.,
Chicago, Ill

TRACK SUPPLY EXHIBIT.

The Track Supply Association will hold an exhibit September 9-16, in connection with the 30th annual convention of the Roadmasters and Maintenance of Way Association. The convention is to be held in Hotel Statler, Buffalo, N. Y. This Association is anxious to obtain, at once, names of all those desiring to exhibit. Further particulars may be had by addressing F. A. Preston, Secretary and Treasurer, P. & M. Co.,

HIGH PRAISE FOR THE FREIGHT STATION AGENT.

By H. C. Barlow, Freight Claim Adjuster, Erie Railroad.

AT a meeting of the Local Freight Agents' Association, recently held in New York City, the president introduced Mr. H. C. Barlow, freight claim adjuster of the Erie Railroad.

When it became known, Mr. Barlow had been attached to a local freight agent's office, there was an unconscious absorption of great interest because his utterances were grounded on a fraternal basis, built upon an understanding of the "ins and outs" of the freight station agency. Mr. Barlow concluded his remarks as follows:

"It has frequently been said that a freight agent was of no consequence in the railroad management, that he was simply a door mat for shippers to wipe their feet on, and the railroads to use as a scapegoat.

"Other railroad bodies have met and deliberated, have organized and originated new ideas, or perfected old ones, have introduced methods for the advancement of railroad interests, and thereby have gained a standing for themselves and those they represent.

"Is it to be said, freight station agents are less progressive than other railroad bodies; that they are not possessed of sufficient intelligence to give them the necessary coherence, or experience enough to perfect a successful organization; that they cannot formulate plans of any value to improve the service; that they are unable to adopt or even suggest improvements in the methods of handling business entrusted to their care? The mere statement of this indictment against the freight station agent should carry its own refutation.

"The freight station agent is the intermediary between the railroads and the public, and stands in more or less confidential relation to both. To him is first entrusted the property of the public, when it is surrendered to the railroad for transportation, and he is the last to deal with it, when it is relinquished by the railroad to the owner or consignee.

"The freight station agent must have the intricacies of tariffs at his fingers' ends, and be able to unravel the most complex thread of varying classifications. He must be a good judge of human nature, possessed of quick perception and more than ordinary intelligence, and be able to arrive at conclusions with rapidity. His position is a most exacting one, requires the exercise of sound judgment, and that he be possessed of diplomacy of a high order, and be a master of finesse. The more enumeration these things desire, it shows the utter absurdity of any attempt to make light of the freight station agent, or to minimize his work.

"You are an essential part of the machinery that moves the vast trade and commerce of the country, and your work is indispensable. You occupy an honorable position in the scheme of the railroad world, and you should govern yourselves accordingly.

"I ask you to look at this matter from a liberal standpoint, to bring its consideration the advantage of an open mind, forget petty jealousies, come together with a single-minded purpose toward making your local association a successful one. Originate subjects for discussion, with a view to the betterment of the service. Create a spirit of emulation among your subordinates and yourselves, to the end that improvements in methods be your watchword. The ends to be attained are well worth striving for, and in addition to the consciousness of having done your work well, your own material reward will be great."

PAYMENT IN FULL.

A train traveling through the West was held up by masked bandits. Two friends, who were on their way to California, were among the passengers.

"Here's where we lose all our money," one said, as a robber entered the car.

"You don't think they'll take everything, do you?" the other asked nervously.

"Certainly," the first replied. "These fellows never miss anything."

"That will be terrible," the second friend said. "Are you quite sure they won't leave us any money?" he persisted.

"Of course," was the reply. "Why do you ask?"

The other was silent for a minute. Then, taking a fifty-dollar note from his pocket, he handed it to his friend.

"What is this for?" the first asked, taking the money.

"That's the fifty dollars I owe you," the other answered. "Now we're square."

ALCOHOL AND TOBACCO CREATE COLOR BLINDNESS.

RAILROAD superintendents are becoming very careful about hiring men who use alcohol to excess. Men who are heavy drinkers or great smokers gradually get so they cannot see a red light or a green light. It has been found that among 138 people, mostly men, of course, who were color blind, 75 were hard drinkers, 45 used both alcohol and tobacco to excess, and 23 were inveterate smokers. In this astonishing test alcohol and tobacco accounted for all but 16 of the 138 people who had defective eyes.

Professor Cutten, of Yale University in a very exhaustive study of this subject, found that color blindness is more common among regular drinkers than among occasional drinkers. It varies in degree from a slight dimness of vision and inability to recognize colors to total blindness. He found that it was entirely possible for a person to become "blind drunk" from one single spree, and that the blindness was occasionally permanent, especially when there was wood alcohol in the whiskey.

The human body is a very finely adjusted machine, but it can be gradually and sometimes suddenly wrecked by alcohol. A body worn out by intemperance never reaches old age. It seldom gets much into middle life. Alcohol dries up and decays the nerve cells of the body. Besides wrinkling and withering the nerves of the brain, it also weakens the blood vessels, liver, kidneys and stomach.

But alcohol is not the only thing that does this. Professor Cutten discovered that inveterate smokers, especially of strong black tobacco, have very much the same physical breakdown as hard drinkers. This is peculiarly true in the special effect of alcohol and tobacco upon the nerves of the eyes. After a time red and green appear as different shades of gray. If this breakdown of the optic nerve continues, the hard drinker or hard smoker is likely to become permanently and hopelessly blind.—N. Y. American.

PENCHANT FOR NAMES.

It may be interesting to those who have not made it a study, just how the present automobile derived its name. A youth of the name of Horace Welsh was riding on a ferryboat between New York and Jersey City some years back.

He drifted into conversation with an elderly stranger, who said that he had perfected a gasoline wagon, and was at a loss what to name it. The boy had on an otter-fur cap, and said the gasolene wagon made greater progress in summer, and his hat was otter skin. He suggested that a good combination would be to pick some name of a city in a warm climate, so he chose Mobile, Alabama, to make the present name automobile, derived from otter and Mobile.

The gentlemen saw the point and thought it a capital idea. Many others claim to have named the vehicle.

The same youth was responsible for giving new names to three of the stations on the Newark Branch of the Erie Railroad—Athenia, Allwood and Nutley. The present Athenia was formerly called Centerville. There being two of the same name (one in Hunderdon Co.), it was thought advisable to change the name and avoid confusion: Peru was called Somerset.

Welsh, after consultation with the railroad men, hit upon the name of Allwood, there being all woods about the station. The conductors said it was a capital name. Stitts was named after an old miller, but on account of the surroundings, Welsh hit upon the name of Nutley, which it now bears. ,

This young man has grown into mature manhood, but he is still busy devising improvements. Only five or six months ago he wrote to the general foreman of the Bergen roundhouse, and asked for a situation, referring at the time to the above places he named, and said there was no more Bergen Tunnel; therefore they had better change it to Cracked Stone, in a foreign language "Croxton." He would like to call Lake View, Colts Grade, as Colts Hill was started there, and the lake filled in, thus making it the place it now is.

Secaucus should be called Vice Meede, because it is between two meadows.

Welsh has perfected several inventions, and is a man possessing considerable ingenuity.

In sizing up the character of a man there is too great a tendency to count his money first.

From Correspondents Along the Line

ALLEGHENY DIVISION.

Miss Katherine Brown, a highly esteemed employe at Cuba station, has been transferred to Warren, Ohio, and is filling the position of freight receiving clerk.

POLICE DEPARTMENT.

Special Officer Murray, who has been doing night duty at Akron, Ohio, has been transferred to day duty, and has been succeeded by C. P. Raleigh.

DINING CAR DEPARTMENT.

Rennie Q. Prall, one of the Erie's popular dining car conductors, is the recipient of innumerable congratulations from his friends, on account of his recent marriage. His bride was Miss Ruth Muth of Brooklyn, N. Y., and the nuptials were celebrated early in June. The honeymoon was spent, partly at the home of the brides' mother at Cairo, N. Y., and at the home of the groom's father, Mr. C. R. Prall, No. 29 Ross Street, Somerville, N. J. Mr. and Mrs. Prall have made their home at Cleveland, Ohio.

JERSEY CITY ITEMS.

Thos. F. Hayden, appointed terminal despatcher, third trick.

Paul A. Lord succeeds W. F. Mahon to position of car distributor, Jersey City Terminal. Mr. Lord has the best wishes of his associates and friends for success.

Edward B. Edell, chief stenographer in the superintendent of terminal's office, resigned, and Peter Graf has been promoted from trainmaster's office to fill the vacancy.

Thomas Ward is looking forward to the time when he will spend a few days in Hawley, Pa. Investigation has failed to bring to light what the purpose of such a visit might be. It is hinted that Thomas is interested in one of the belles of that place, but Thomas protests that it is not so—at least not yet.

Martin J. Dillon, office clerk, visited Narrowsburg, N. Y., Sunday, June 23d, and had a very enjoyable time fishing. "Marty" was happy over the trip, but for lack of definite advice we cannot confirm his claim, as to the extent of his catch.

NEW YORK DIVISION.

A very noticeable spot along the Orange Branch is a large plot of company's property, situated at East Orange, completely planted with all kinds of beautiful flowers. Mr. Andrew Chandler, to whom they belong, may be seen any day working about the gardens, in addition to attending to his other duties as crossing watchman. Mr. Chandler, who was formerly master carpenter of the Orange Branch, keeps Superintendent Parsons and several other friends supplied with a fresh bunch of flowers each day, which are certainly appreciated.

The boys in the superintendent's office are anxiously looking forward to their vacations, and also to the time when they will again enjoy their Saturday half holidays.

It is understood that two of the young men connected with the superintendent's office are looking forward to the time when they will go with the National Guard to Stamford, Conn. J. McGirr, who looks every inch a soldier (?) will act as aide to the sergeant of his company from West Orange, while Corporal F. Seeley of Rutherford will, no doubt, be the shining light of his company.

Had it not been for the quick action on part of Collector Geo. Eisenberger, the life of a passenger would have been sacrificed, as train 154 pulled out of Rutherford recently. The passenger, who attempted to board the train while in motion, slipped, and George, who happened to be near, grabbed the man's collar and pulled him aboard. George is one of the most popular trainmen on the New York Division, and holds the distinction of being president of the B. R. R. T. at Jersey City.

It was noticed that he presented a very "natty" appearance, while acting as station master at Paterson on Decoration Day.

We humbly apologize to Mr. Gottchalk, of the chief dispatcher's office, for an item, printed in last month's issue, inasmuch as it was a baby girl, instead of a boy, who brought so much joy into his home.

Robert A. Cortez, detention clerk, Jersey City, is studying the Official Railroad Guide, as to which is the best route to California. It is rumored that Bob intends entering the "Matrimonial Game."

O. C. Dolson, chief timekeeper, Jersey City, has returned to his duties, after a very serious illness. Indeed, we are all glad to see him back and to know that he has fully recovered.

It was with no little surprise that we heard of the marriage of T. M. Jacobson, travelling auditor. Mr. and Mrs. Jacobson have recently returned from an extended wedding tour and are now residing at Passaic Park. We wish them all the joy and happiness possible.

After an absence of some time, from the service of this company, W. John Donlevy has returned to our midst.

Harry Springstead has been appointed side line accountant, formerly held by Mr. Greenleaf. Good luck to you, Harry.

E. A. Tompkins has secured a leave of absence for a few weeks, and is spending part of the time with his parents at Springfield, Mass.

Arthur L. Greenleaf has been appointed assistant chief clerk in Mr. Parson's office, which position was formerly held by John J. Bridges, who resigned to go into the laundry business at Passaic, N. J. Mr. Greenleaf carries with him the good wishes of all connected with the superintendent's office.

A large stone, which is to mark the resting place of our late trainmaster, J. M. Hoffman, has recently been purchased by the employes of the New York Division and branches, and is expected to arrive at Laurel Grove Cemetery, Paterson, within the next few weeks.

When the stone is completed, the railroad employes will hold a memorial service, and it is hoped that all who are at leisure on that day, which up to the time of this "Magazine" going to press has not been named, will attend.

The committee which selected the memorial was composed of Fred W. Swan and Harry Breen. All friends and employes are cordially invited to attend the service at Laurel Grove.

A. F. Corcoran, formerly student foreman on the Northern Railroad, has resigned from the service to accept a position as correspondence clerk for the Shafer Building & Insurance Co. of New York. All of his friends regret very much that he has left their midst, but wish him every success in his new venture.

We understand that W. Allen Sproat of Paterson, N. J., is now inspecting rail for a short time. The only part of this job that Bill doesn't like is that he has to walk alone. We would suggest that he ask his friend from Upper Montclair to accompany him; they say walking is good for the health. When he has finished with his inspection trip he will likely return to the position of foreman of the finishing-up gang, which he had held a short time before accepting his present position.

DELAWARE DIVISION NOTES.

J. G. Baumann, chief clerk to General Yard Master Glazier, recently spent several days in New York City.

The Susquehanna Band, made up chiefly of Erie employes, provided music for a dance, held recently in Lanesboro. The ability of each artist playing with this organization cannot be dwelt upon too strongly. The band is now under the capable directorship of Mr. Arthur Brower, chief clerk to Agent M. S. Terwilleger.

A neat and attractive sign, describing the Railway Commercial Training School, has been placed at each station on the Delaware and Jefferson divisions.

Our renowned telephone inspector, B. R. Tickner, having remained in peace and quiet for some time, again steps in the limelight. Bert has purchased a gasolene buggy, and is now making an effort to bring De Palma and Burman to a standstill.

It is rumored that George H. Fordyce, engineer on the 2,600 pusher in Susquehanna Yard, has patents on a new style milking pail. Another rumor has it that his latest idea is on a contrivance for obtaining butter direct from the cow.

PORT JERVIS SHOPS.

Blacksmith Foreman, Michael Stoll, took a trip recently to New Haven, Conn., going by boat from New York. "Mike" didn't miss the boat this time, as he did the last, as he didn't get off.

Our Technical and Practical Instructor of Apprentices, Mr. Robert W. Rogers is on the job lining up the apprentices and doping out the best methods of turning work out of the machine shop. Mr. Rogers is a graduate of Cornell, spent a year abroad, was educated as a Mechanical Engineer and comes to us highly recommended, and fully capable of fulfilling the responsible position he holds.

Messrs. Frank Gross and Frank Sweeney have just completed their apprenticeships in the boiler and machinist trade, respectively, and are a credit to the efforts of the local supervision.

Clerks Wm. R. Sutton and Roy Williams, also Machinist James Kane, in company with a local delegation,

sojourned in Washington, D. C., recently, and attended the dedication of "Columbus Monument," which was erected and dedicated by the Knights of Columbus in that city. The boys were well pleased with the Nation's capitol.

The Port Jervis Running Team is on the job, and we hope that when the tournament is pulled off on July 23rd next at Huntington, it will be able to show the "Hoosiers" that legs are grown in the East, as well as in Indiana.

Messrs. Adam Trautman and Linus Fitzgerald, who were, until recently, in charge of the Car Department at Port Jervis, and who now have charge at Huntington and Cleveland, respectively, were callers in this city, recently.

Painter Foreman, Robert F. Hamilton, took a trip to Hornell, seeking some pointers in his line and returned well satisfied with his visit.

Tool Room Foreman, G. W. Greenhalgh, has returned to work after a week's illness.

Storekeeper, F. B. Tucker, was in attendance at the Storekeeper's Convention at Buffalo and reports having an enjoyable time.

BUFFALO MACHINE SHOP.

We have a clerk at our shop,
And "Louie" is his name;
He works and toils from morn till night,
And has no end to fame.

But that's not all the kind of work
His mind is set upon;
He has a little poultry farm to get
The *"hen fruit"* from.

He has some *"Black Minorcas,"*
And *"Langshans"* by the score,
"Plymouth Rocks" and *"Wyandottes,"*
And *"White Leghorns"* galore.

"Speckled Hamburghs," "Bantams," too,
"Orpingtons" and *"Games,"*
"Spanish Blacks," they're crackerjacks,
And some that have *no names.*

Now, "Louie" has some pigeons, too,
And if I'm not too late;
I'll tell you of the kind he has,
The best in New York State.

He has some *"Homers,"* good ones, too,
And *"Commons"* by the peck;
"Dragons," "Turbets," "Feather Legs,"
"Magpies," "Ruffle Necks."

"Pouters," "Fantails," "Owls," galore,
"Tumblers," well, you bet,
And take a tip, he's going to get,
The first prize with them yet.

It is assumed that Mr. Sullivan has left behind one of the premier "sitting jumpers" in the country, when he sailed without Mr. (Rube) Brost, Clerk at this shop. The members of the choir of the church which Rube attends, surprised him at his home on Tuesday evening, June 11, 1912. Rube was quietly sitting in the family chair enjoying his after-dinner smoke, when the party broke in upon him. Rube was so surprised that he gave one of the greatest leaps on record, taking a piece of plaster out of the ceiling with the top of his cranium, besides raising a good size "egg" on his head.

Most of us are undoubtedly aware of the fact that this is the time annual inventory is being taken, and you can bet your boots everybody is pretty busy now.

Engine Despatcher, J. Jerge, has been busy lately making improvements in his office and has already got the "Glad U Kum" sign over the desk.

Steve Drury, Machinist Handy man at this shop is now a full-fledged "Red Man."

We believe the happiest man around this shop is "Cy" Randall. "Cy" is Sweeper in the Machine Shop and had a wheelbarrow which he used continuously for about 15 years. Like all other things it gave out recently and "Cy" was furnished with a new one.

Pete Becker, Machinist Helper at this shop, was recently presented with a handsome pocket looking glass by one of his shop mates. Pete, now have a look.

William Aures, Machinist at this shop, has been visiting East Buffalo quite often of late and we'll bet $2 to a bag of doughnuts that we know what he's got on his mind.

Of late we have heard the boys whistling that old familiar tune, "Where Did You Get That Hat?" and we have just learned that Joe Yetzer's got another new shop cap.

Bill Seiler, Pipe Fitter, recently went on a fishing trip. On his return to work he was telling the boys what a pile of fish he caught, when one of them asked him how he caught them. Bill remarked, "I went in wading for them."

The boys of Buffalo Machine Shop Fire Brigade are pretty busy nowadays practicing for the annual tournament to be held at Huntington,

Ind., during July, and all are confident that they'll cop the prize.

In conclusion we wish to state that Shop Clerk Henry L. Frie, has got his canoe out at Delaware Park again this season. Now, girls, here's your chance.

BRADFORD ITEMS.

We had Tom Hynes again lately from New York office. The close confinement down there has a deterrent effect on the action of Tom's heart, and he has to run off to Pennsylvania just so often, in order to get his heart back to its normal action. These Pennsylvania hills are so conducive to one's health, and Tom's the boy who knows it, for every time he runs into Bradford, he returns to New York a new man, physically, mentally and "heartily," with a strong accent on the heart. Maybe we'd be just as bad as he if similarly situated.

The boys at the shop are out every night training for the horse race at Huntington. A good size squad has turned out, from which we ought to have a fast team.

Byron Pierce, night caller, who has been ill for the past three months, has recovered so as to be able to resume his duties.

ROCHESTER DIVISION.

B. F. Salley, formerly division clerk on the Allegheny Division, succeeds B. O. Scudder, division clerk on the Rochester Division, who has been transferred to the Cincinnati Division.

A. D'Angelo, labor agent on the Rochester Division, who resides at Avon, N. Y., is driving a new Selden touring car.

Mrs. T. E. Dockery, wife of Conductor T. E. Dockery of Avon, N. Y., who recently underwent a serious operation at St. Mary's Hospital, Rochester, N. Y., is on the road to recovery.

C. Lahr, stenographer to Superintendent E. I. Bowen, wishes to express through these items his thanks to the office force, for the flowers sent at the time of the recent death of his father.

G. G. Seyffer, agent at Le Roy, was married to Miss Jennie Morris of Le Roy, N. Y., on Thursday, June 20th. His many friends extend most hearty congratulations, and for a long and happy married life.

The Erie Hose Company boys, No. 1. of Avon, N. Y., are getting in practice to take part in the sports to be held at Huntington, Ind., on July 23d.

Another passenger, "Hubbard," engine 333, has recently been installed on the Rochester Division.

L. C. Perkins, car distributer, is back again "in harness" in the Rochester dispatchers' office, and was much benefited by his recent western trip.

T. J. Flynn, one of the office force, with his wife and two young daughters, is enjoying his annual vacation at Hornell, N. Y.

Thus far forty employes on the Rochester Division have become members of the Erie Employes' Relief Association.

O. F. Barnes, a former division engineer on the Rochester Division, and who was recently appointed trainmaster of the Delaware Division, in connection with his duties as division engineer on the Delaware and Jefferson divisions, was a most welcome caller at the Rochester office on June 25th.

MEADVILLE SHOPS.

Our Division Superintendent kindly furnished a car for the blacksmith shop force to attend the funeral of a former shopmate at Franklin, Pa

The Erie Employes' Relief Association has extended the time for employes to become members, until Sept. 18, 1912. Solicitors have been employed to visit the shops of the system.

One of the most interesting events during the second week in June was the baseball game between the foremen, and men of the Erie Shops. The game opened with snap and during its progress considerable ginger was thrown in. The general foremen surprised them all by their work at the bat and in the field. The pipe shop foremen did very well, but were somewhat out of practice in the field. The machine and blacksmith foremen proved themselves the right men in the right place. Early in the game the umpire silenced all criticism by the display of a navy revolver, which added to the force and justice of his decisions. A unique feature was the presentation of bouquets. Score, 18 to 9, in favor of the men. The grandstand was filled by the wives, daughters and sweethearts, who were generous in their applause. All enjoyed the fun.

The young mechanical engineers who were recently transferred from Hornell to Meadville, reporting for

duty by way of the fire escape, are still **Here,** but have found the exit as well as the entrance to the drafting rooms.

Engine 2537 is being equipped with the Baker valve motion gear.

New smokestacks for the shop boilers are being placed in position.

Harry Evans, a Meadville boy, formerly station agent at Cambridge Springs, now representing a railroad supply house in Chicago, is placing an air fire door on No. 2541.

William Clough, in charge of shops at Hammond, visited the shops recently.

C. E. Lester, formerly general foremen of boilers, now assistant master mechanic in the B. & O., made a brief call.

A. H. Lindley, machinist, visited Cleveland, O., returning well pleased, but still sighing for old Lancashire.

Seth Harper, Stores Department, and Mrs. Harper returned from Susquehanna, after a short vacation.

GALION SHOP ITEMS.

Henry Trumpler of the Erie Police Department at this point, has resigned, and H. B. Lord of Meadville has taken his place.

Our N-1 engines are being equipped with Franklin pneumatic firedoors.

Our blacksmith and tank departments are very busy at this time working on safety appliances.

We are glad to see George Wilson, machinist, back again at the old stand. He has recently recovered from a severe illness.

John McGraw, engine preparer, was recently stricken with apoplexy while at work.

Henry Kinsey, erecting shop foreman, and wife, spent several days in Kansas.

L. M. Granger, assistant to the general foreman at Susquehanna, Pa., Shop, was here for a few days, packing up his household goods, in preparation for removal to Susquehanna, and we were all glad to see him once more.

Special Apprentice A. Ankle and wife spent several days with the former's parents at Newark, Ohio.

Fred Bies, of the Paint Department, has just returned from Denver, Colo., where he attended the marriage of his daughter.

Elmer Hankle, engine dispatcher, before the roundhouse was disbanded, has been transferred to Chief Caller, with headquarters at the Market Street crossing.

The fire team at this point, under Captain Carl Koch, is doing splendidly on the practice runs, and we expect to make a fine showing at the competition in Huntington, July 23.

CHICAGO & ERIE ITEMS.

Mr. Baldwin is gone and Mr. Mackrell is here. This is our first opportunity to say so in print. The change, which was without previous general notice, was a complete surprise to the rank and file of Chicago and Erie men. Many of us have yet to get acquainted with Mr. Mackrell. His friends in the East, however, are warm in his praise, and many good reports from former places of official labors have found their way to us, to commend him as a thorough railroad official, disposed to be just and fair in his dealings with men under him.

The double track proposition of the Erie, between Marion and Chicago, which will call for an immense outlay of cash, has assumed tangible shape. The several contracting firms bidding in the work have begun grading and filling. Numerous camps are strung along the entire line of work, giving the Erie right of way a colonization effect. No predictions as to the time of the completion of the work is at present obtainable, but it is expected that a large amount of double track facilities will be in readiness for the usual run of heavy winter traffic.

Nelson Crist, a Chicago & Erie passenger conductor, died very suddenly in Chicago about the middle of June, from heart trouble. In the death of Mr. Crist, the Erie loses a most popular and able conductor. His nature was all sunshine and good humor, and his friends, accordingly, included as many people as he knew. Without affectation, he was affable, and his sociability was the kind that left good impressions permanently. He knew his business well and always kept himself and others out of trouble. There was never any kick on "Nels" Crist. He was about fifty years old at the time of his death, and was sick but a few days previous to his demise. He is survived by a widow and several grown children.

The new eating house at Huntington is now a reality. Extensive and costly alterations and extensions of the station property resulted in a perfectly sanitary and exclusively up-to-date restaurant for the benefit of Erie

patrons and the hungry public in general. There is everything to eat a craving mortal might desire, with service to suit. It is evident that the intention of the management is to provide first class meals and luncheon at reasonable cost. The place is attracting many patrons from the trains and bids fair to become a creditable advertisement for the Erie, as well as a profitable venture for those connected with it.

The Democratic nominating convention of the eleventh Indiana congressional district has honored Engineer J. Ray Dickinson with party choice for state representative. Mr. Dickinson's career with the Erie has been long and creditable. He is considered an able engineer, and right worthily holds class in the high grade bunch of men hauling passenger trains on the Chicago & Erie division. In politics Mr. Dickinson bears the reputation of being a strong party man. He has previously served the people in both elective and appointive office. We do not know of another man whom the nominating party could have better chosen to represent it in the State councils.

LITTLE KICKS FROM KENT.

Simeon Randall, Sr., Conductor on trains 9 and 14, accompanied by his wife, recently returned from San Antonio, Tex., where Mrs. Randall resided with her daughter, in search of health. The Texas climate, apparently, has done her worlds of good, as she is almost entirely recovered from a severe illness contracted some years ago; and they both have the kindest words and feelings for the people of the "Lone Star" State.

The boys of the shop fire company are anxiously looking forward to the annual tournament of the Erie fire companies to be held at Huntington. Capt. Harry Starks says no more horseshoe luck for him, as he principally depended on that stuff to win last year, but he missed it badly as his men came in a good eighth place out of a possible nine. He left last year for Cornell loaded down with old horse shoes, four leaf clovers, cross eyed cats, and other omens of good luck, but this year he intends to cut that out, and depend entirely on all the leg movements he can get out of the boys. The boys are being trained by "Deacon" Bly, and a more competent trainer they could not get.

Tom Smith, Shop Lumber Inspec-

When your Chief Watch Inspector Placed his "OK" on

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he signified that this watch filled all present railroad watch requirements.

In giving you a written insurance certificate insuring the South Bend Studebaker Watch to pass all railway watch requirements for five years to come, we are giving you conclusive proof that *this watch is built to meet future railway watch requirements* as well as those of today.

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THE MASTER TIME PIECE

tor, just returned from a pleasant trip through the Texas Gulf Coast country, and he reports very favorably of this country and the climate. While at Danbury he purchased 15 acres of fruit and garden truck land, which he, at sometime in the future, expects to realize upon.

Murray Drewette, employed at the upper round house, made quite a hit at the Eagles State convention of that order at Columbus, O. Murray has taken several prizes on these occasions for being the smallest eagle in the line of parade at these conventions. He's little, but, oh my!

If you want the kind of exercise that produces an appetite, or get rid of that tired feeling, follow Tom Koester, General Foreman at the upper round house for twelve hours during the day, and we can guarantee that in the evening you will know that you have gone some and are ready for a good square meal and a good bed to rest in.

Ed. Williams, who went to the Ohio State convention at Toledo, as a delegate, and which delegates went under the process of the "steam roller," has the satisfaction of knowing that at Baltimore the work the roller did at Toledo, was undone at the national convention.

Chas. Anglemeyer, employed at these shops for the past 32 years as coach carpenter, has resigned to accept the janitorship of one of the local school buildings. Charley has been a faithful and loyal employe of this company, and leaves with the best wishes of his foreman and shop mates. May he live long to enjoy good health and prosperity.

CLEVELAND SHOP NOTES.

Our Master Mechanic, Mr. Boyden, attended the Master Mechanic's Convention at Atlantic City and reports a very pleasant and instructive meeting.

L. C. Fitzgerald of Port Jervis, has been appointed Foreman Car Department on Mahoning Division. He is very much taken up with Cleveland, but states that the "Sixth City" is only a suburb of Port Jervis. We hope, however, that he will have different views of Cleveland before summer is over.

Business at Cleveland is very heavy. We are now working both ore unloaders at River Bed, something which has not been done for past five or six years.

We are expecting to hear each day that our Assistant Foreman, Car Department, Mr. T. E. Hart, has joined the ranks of benedicts, but as he is silent, we have not heard anything definite as yet.

Our Labor Foreman, Geo. Westall, has been on the sick list for the past month with sciatic rheumatism. We are glad to report that he is now on the road to recovery.

Cupid is busy in Locomotive Department; we expect at most any time to hear something concerning our very popular General Foreman, Mr. J. J. Good.

N. Y., S. & W. DIVISION.

Announcement is made of the engagement of Robert S. Burtt, clerk at Hackensack Freight Station, to Miss K. McNair of North Paterson, N. J. We understand the wedding will take place shortly, and the boys wish him luck.

Jacob Westerhoff, fireman on trains 917 and 918, was married to Miss Margaret Laggner on June 5th, at the bride's home on Goffle Hill, North Paterson, by the Rev. Charles Herge. They were the recipients of many useful presents. The boys were out strong that night, as "Jake" is a popular fellow on the railroad and in his home town.

Amery Decker is back again as master carpenter's clerk at Broadway, Paterson storehouse.

W. G. Tedford has returned as stenographer and clerk in the maintenance of way department.

Fred Gould, the former baggagemaster on trains 930 and 941, bid in the job on trains 934 and 945.

Ben. Henry has bid in the job held by Fred Gould on 930 and 941.

Engineer George Hamilton held his wooden wedding at North Paterson on the evening of June 14th, and both he and Mrs. Hamilton were the recipients of many pretty gifts. Quite a large number of guests were present. We hope to print the golden wedding notice of Mr. Hamilton.

Engineer George Titus is an ardent follower of Izaak Walton, and is often seen coming home with a good mess of pickerel and bass.

Agents and Assistants' Association of the N. Y., S. & W. R. R. and W., B. & E. R. R., met on Saturday evening, June 15th, at Paterson, N. J., and a very interesting meeting was held. Division Freight Agent Wheeler, Mr. Tacey Cole of North Newark and several others were guests of the Asso-

ciation and spoke on the benefits of same.

Mr. Thomas Marston, son of Operator Fred Marston of North Paterson, died in the General Hospital at Paterson on June 14th. Mr. Marston formerly held the position of crossing gateman at Union Street, Hackensack, and was a good and faithful employe.

Thomas Hoskins, agent at North Paterson, is spending a few days at Indianapolis, Ind.

TO——

He went fast asleep on the job,
A hungry catfish came to rob;
Up the lake he did run;
Oh, my goodness, such fun,
So see the fish stealing his bob.

"M. Q." didn't give this away,
'Twas somebody else not so gay;
But it's one on his friend,
And you all may depend,
John R. roared with laughter that day.

To sleep in a boat is a crime,
While nature all green looks sublime;
But when two of the mob
Saw the fish steal the bob,
They sat down and doped out this rhyme.

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Employed workmen wanted as agents to sell VANCO, the Perfect Hand Soap and Household Cleanser to railway engineers, firemen, oilers, machinists, mechanics, section hands, repair men, or anybody who wants clean hands. Add $12.00 per week easily to your income. Send 10c. for full size can and particulars. Box 111, The J. T. ROBERTSON CO., Manchester, Conn.

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THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - - - New York City

☞ These advertisements are FREE to all Erie Employes.

WANTED—Second-hand railway velocipede, motor or hand power. Give full particulars and price in first letter. Have for sale or exchange Yetman Transmitter-typewriter in first class condition. M. F. Baker, Opr., Lock Box 351, Andover, N. Y.

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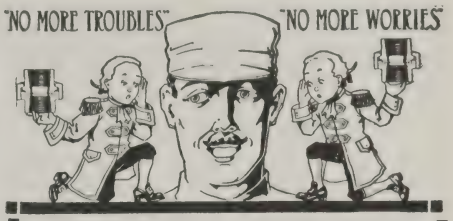

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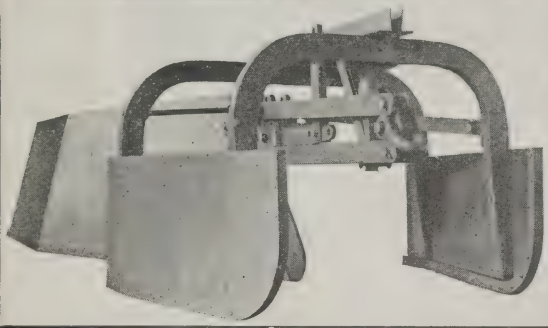

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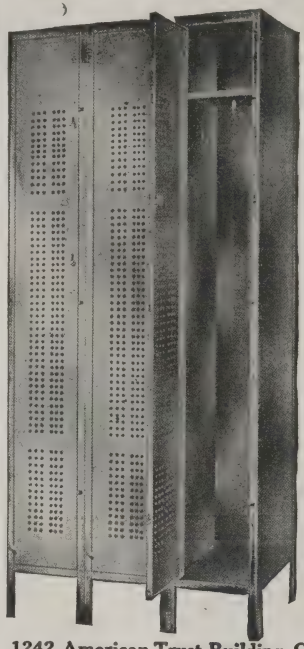

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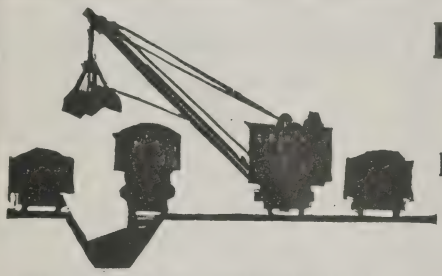

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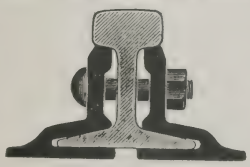

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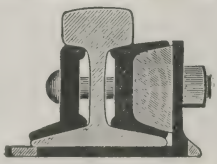

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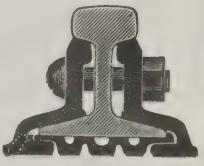

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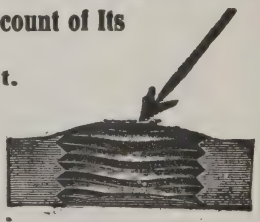
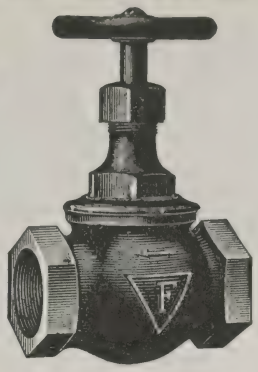
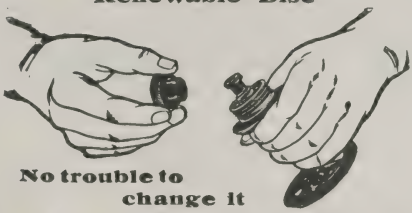


This cut shows an exaggerated curve in thread pinch.

Fairbanks Valves



Renewable Disc



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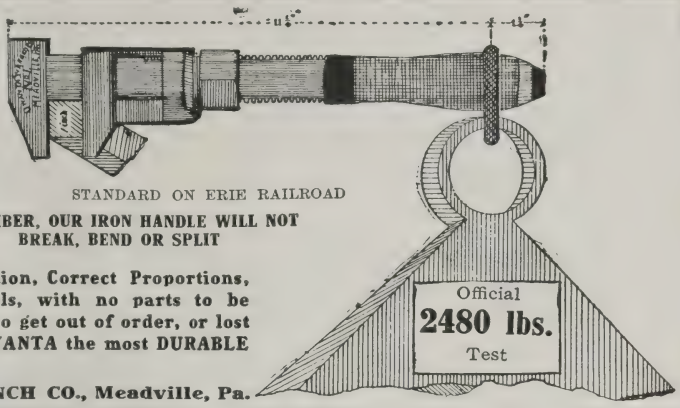

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1912

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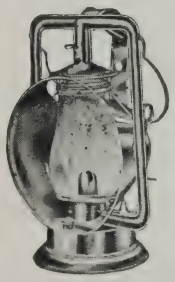

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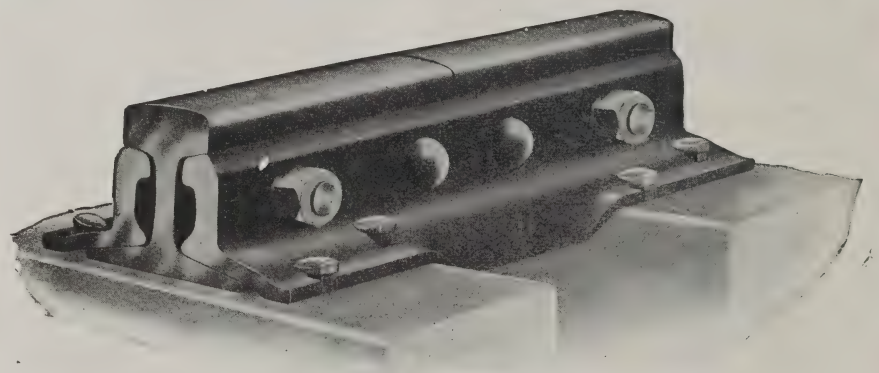

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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 30 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 8. AUGUST, 1912. No. 6.

ISAAC A. CANNING.

SUPT. I. A. CANNING.

On the preceding page will be found a most excellent picture of the Erie Railroad's recently appointed Superintendent of Dining Cars, Mr. Isaac A. Canning, who succeeds the late Thomas C. Clifford.

It can be truthfully said that Mr. Canning was a protege of Mr. Clifford, inasmuch as he served with him for many years, and gained the valuable knowledge of dining car operation possessed by Mr. Clifford, who was, admittedly, one of this country's cleverest representatives in his particular department of railroad service.

Not alone did Mr. Canning have experience in dining car matters, as practiced on the Erie Railroad, but he received valuable tuition on the Pennsylvania system, as will be seen by reading his record.

Personally, he is a man who thinks and plans much more than he talks, and is a warm friend when his confidence is once won. As a result of his many years with the Erie's dining car department, Mr. Canning is in close touch with all the details, and has a friendly acquaintance with every man serving under him. The fact is he fits his responsible position as readily as though he had been at the head all his life, and happily, business goes along smoothly.

This is his record. Born in Hoboken, N. J., educated in the public schools and the High School. Having a love of sports, he shone as a baseball and football star, and was a member of many teams, which brought renown to each. Being very studious, also, at an early age he showed promise of a bright future, all of which has come to pass.

He entered the service of the Erie as clerk and storekeeper in the Dining Car Department at Jersey City, June 18, 1899. Resigned January 16, 1903, to enter the service of the Pennsylvania Railroad Dining Car service as clerk, on January 17, 1903, and was promoted to dining car steward, April 5, 1903, and remained until February 14, 1904, when he was appointed Manager of the Union Station restaurant at Pittsburgh, Pa. (P. R. R.), which position he held until May 17, 1904.

He re-entered the Erie dining car service as steward on May 18, 1904, and on July 6, 1906, was promoted to Manager of the Jersey City restaurant, where he remained until December 19, 1906, when he was appointed Chief Clerk to T. C. Clifford, which position he filled so satisfactorily, that at the death of Mr. Clifford, the company appointed him Superintendent. He took the official chair on July 15, 1912, and carried with him the best wishes of the Erie's officials and his own efficient staff.

Mr. Canning is fond of a soldier's life. He was a member of the Fourth Regiment, N. G. N. J. of Jersey City, and went to the front with his command during the recent war with Spain. Entering as a private, he quit the service as a sergeant, and with a clean record for duty well performed. Loyalty is his watchword, and he observes it in his relations with the Erie Railroad.

IN THE LONG AGO.

I once knew all the birds that came
  And nested in our orchard trees,
For every flower I had a name—
  My friends were woodchucks, toads and bees,
I knew where thrived in yonder glen
  What plants would soothe a stone-bruised toe—
Oh, I was very learned then;
  But that was very long ago.

I knew the spot upon the hill
  Where checkerberries could be found,
I knew the rushes near the mill
  Where pickerel lay that weighed a pound;
I knew the wood—the very tree—
  Where lived the poaching, saucy crow,
And all the woods and crows knew me—
  But that was very long ago.

And pining for the joys of youth,
  I tread the old familiar spot,
Only to learn this solemn truth
  I have forgotten, am forgot,
Yet here's this youngster at my knee
  Knows all the things I used to know;
But that was very long ago.

I know it's folly to complain
  Of whatso'er the Fates decree;
Yet were not wishes all in vain
  I tell you what my wish should be;
I'd wish to be a boy again,
  Back with the friends I used to know;
For I was, oh! so happy then—
  But that was long ago.

EUGENE FIELD.

HOW EXTRA MAINTENANCE WORK SHOULD BE HANDLED.

BY A. SWARTZ,

Former Division Engineer, Chicago & Erie.

THE following article is copied from the "Railway Age Gazette" of May 17, 1912, and is printed as information valuable to the Maintenance of Way Department, as expressing the opinion of one of the Erie's most experienced division engineers:

"The heavy work in the maintenance of way department may be done either by extra gangs or by increased section forces. It is safe to say, however, that the extra gang is most commonly used, and as the increasing of section forces is practically an impossibility on account of the scarcity of American track laborers, and the difficulty in securing efficient foreign laborers in small squads, as required for a section gang, it is really the only solution for the heavy work problem. It is a well known fact that to lay new rail or to apply new ballast economically requires a gang of at least 30 men, and a gang of this size cannot be called anything but an extra gang since 15 men is about all any track foreman can handle economically. The writer is an advocate of the extra gang on account of the above conditions.

"A regular section foreman is the proper head of an extra gang, as he is familiar with the requirements and methods of the road. He should be given an American assistant as well as an interpreter of the same nationality as the men. An interpreter is a necessity, otherwise a good many of the men feign ignorance of the foreman's wishes. The foreman should be of even temperament, and should have worked foreigners on his section so he will know more about their peculiarities. A man who has never worked foreigners has not the necessary patience and is apt to make a failure of the work because of his lack of sympathy for their inexperience. Timekeepers should be selected from the supervisor's clerks or from the engineering department. When extra gang work takes away the regular section foreman, the first man on the section should be given the foreman's position and salary, under which plan there should be no disorganization of the regular section force. When double tracking or reballasting is being carried on over an entire division in one season, however, more extra gang foremen may be required than there are available regular foremen, in which case outside foremen must be obtained.

"A supervisor should attempt to have stronger men on the ballast gang than on the rail gang and keep them at this class of work as long as possible. The occasion for extra gang work generally arises so quickly, however, that a supervisor is willing to take any class of men he can get in any size gang. The writer has seen gangs that apparently were no good for ballasting do very well at laying rail. I have also seen a gang doing poor work under a foreman who had a good reputation that would do much better work when placed under another foreman. So the supervisor can hardly apply any theoretical or hard and fast rules, but must of necessity handle each season's work according to circumstances. If he is fortunate enough to be employed by a road that does work each year, he is able to obtain the same gangs year after year, which allows him to select his men to a certain extent, and thus apply certain theories as to carrying out his work. If, on the other hand, he is employed by a road that has no regular program of extra work. he must be content to take labor that is left after other roads have had their pick.

"Foreign laborers have many peculiarities. In general, it may be said that the Italian is usually very quarrelsome, ill fed and not very strong, although the writer has seen some very good Italian gangs. The Greeks are usually better fed and more quiet, doing more efficient work. The Teutons, including Hungarians, Bulgarians, Slavs and Poles, are much the best, as they live well and are peaceable, in consequence of which the best work is obtained from them. The writer has had no experience with Mexicans or Japanese. Negroes make very good extra gang laborers, provided the foremen are not prejudiced, for they live well, are happy-go-lucky, can stand the heat, and, above all, can talk English. Hobo gangs are of no use whatever, for they are lazy and stick to the work only long enough to get a new pair of shoes and enough to buy a quart of booze. The ideal extra gang

would be composed of farmer boys and men from small villages. Pay them say $2.25 per day, furnish them good cars in which to live, contract with some reliable party to board them with good substantial food, and you have ideal conditions. Anyone must admit that the average American will do at least half at much again as foreigners, and it is the opinion of the writer that railways would save money by using American laborers at the higher rate of pay, for they could cut down the size of the gangs and still get a greater quantity of more efficient work."

TO LAND OF THE FREE.

This shows as per Government reports, the number of immigrant aliens admitted to the United States in the month of March, 1912:

Races.

African (Black)	246
Armenian	397
Bohemian	807
Bulgarian	2,293
Chinese	65
Creatian	3,929
Cuban	116
Dalmatian	639
Dutch	1,512
East Indian	4
English	3,495
Finnish	360
French	1,443
German	6,092
Greek	5,428
Hebrew	5,860
Irish	1,619
Italian (North)	3,544
Italian (South)	19,044
Japanese	236
Lithuanian	665
Magyar	2,892
Mexican	2,429
Polish	9,813
Portuguese	943
Roumanian	1,441
Russian	3,167
Ruthenian	3,292
Scandinavian	3,155
Scotch	1,253
Slovak	3,156
Spanish	595
Spanish-American	77
Syrian	155
Turkish	198
Welsh	211
West Indian	38
Other peoples	666
Total men	66,891
Total women	24,294
Immigrants debarred from entering U. S., men	1,869
Immigrants debarred from entering U. S., women	250
Citizens of the U. S. returning from abroad, men	12,371
Citizens of the U. S. returning from abroad, women	8,083
Immigrants entering U. S. during year ending June 30,'11	878,587

A QUERY IN VERSE.

Are you washing the dishes while
  she is away?
Or stacking them up in a reckless
  array
With never a thought of the reckoning day
  Which only too surely awaits?
And before she returns don't you
  think it would pay
To figure out what you are going to
  say
When she asks: "Why on earth did
  you use every day
  Those very best French china
  plates?"

Do you water the rubber plant? Or
  is it dead?
Are you sure every morning you make
  up the bed
And chirk up the pillows and put on
  the spread
  In the way she told you to do?
Do you see the canary is carefully
  fed,
The windows all closed every day, as
  she said?
If you do, then of course you have
  nothing to dread;
  If not, then it's coming to you.

If the table has scratches you'll never
  erase
And she finds your burnt matches all
  over the place,
And the house is "a sight" and "a
  perfect disgrace,"
  Your predicament's not at all new.
For if newspapers litter each square
  foot of space
And she'll "Never again look a soul
  in the face,"
Don't think that you've struck a remarkable case—
  It's one that we're all going through.

—Puck.

"Why are you so sore on that eminent millionaire? He has done some good."

"I was one of them,"

"The suspicious man often delves so deep for motives that he does not see opportunity."

TRUTHFUL R. R. FIGURES.

The 2,100,000 freight cars of the railroads of the United States, valued at $2,500,000,000, and capable of holding 147,000,000,000 pounds at a time, are sufficient to form a single train around the earth at the latitude of Chicago.

In them are hauled annually over 1,500,000,000 tons of freight, each ton of which is carried 151 miles. This is equal to hauling one ton almost 220,000,000,000 miles.

The 46,000 passenger cars of the railroads of the United States, valued at $300,000,000, are capable of seating at one time 2,300,000 people, and if pressed for room, would accommodate probably 3,500,000 persons.

They transport annually almost 900,000,000 passengers, each of whom rides approximately 33 miles. Practically, therefore, one passenger is hauled 30,000,000,000 miles.

There are 57,000 locomotives doing service for the railroads of this country, 47,000 of which are used to transport people and wares. The total number is estimated to be worth no less than $1,000,000,000.

The freight and passenger locomotives alone cover 8,500,000 miles in a single year.

The engines consume annually fuel and water enough to cost the public carriers of the country $218,000,000, the effect of the distribution of which is felt in every nook and corner of the land.

Yet the owners of these vast facilities, rendering so tremendous a service to the people of the country, received for the year ending June 30, 1909, only $236,000,000 in dividends on a total capitalization of $14,000,000,000.

The trackage of the United States, 350,000 miles, would build a railroad from the earth to the moon, and 100,000 miles beyond, or 133 transcontinental railroads.

The rails of the 350,000 miles of our tracks weigh approximately 43,000,000 tons, and would counterbalance the weight of three-fourths of the people of the earth. There are enough to form eighty-two steel roads with which to skewer the earth.

To hold the rails to the ties, in round numbers, thirty times as many spikes are necessary, 300,000,000, as the number of stars which even the keen lens and the sensitive film of the camera have been able to reveal. The cost of these spikes alone is approximately $30,000,000.

Practically 900,000,000 ties, 7,650,000 feet long, receive these spikes.

To transport each passenger, the railroads move four and a half tons of equipment or dead weight, useful only in making it possible to carry a passenger in safety and comfort.

For each family in the United States the railroads ship 75 tons annually; this is equal to one ton being shipped a total distance of 11,325 miles.

Each inhabitant of the United States takes approximately ten trips on the railroads yearly of 33 miles each. The cost of this service is only one and seven-tenths cents per day per capita, and nothing if he does not choose to travel.—The Mediator.

HAT BAGS DELIGHT WOMEN.

Sometime ago a second-class coach was attached to one of our New York trains, to take care of passengers riding on second-class tickets.

An officer entered this car, which was well filled, including a great many women, some of them very nicely dressed. They had taken their hats off and placed them in the racks.

It was observed that no millinery bags had been furnished them. A trainman was instructed to go forward and get a supply of the millinery bags, and distribute them among the women, which was done. They all seemed to know what they were for, and immediately took their hats out of the racks and placed them in the bags.

It was a pleasure to see how delighted they all seemed for this attention, realizing that the bags would protect their hats from dust and dirt on the way to New York, where they were to sail for their native land.

There was one point clearly demonstrated in the distribution of these bags, and that was, we should all see that the Erie's women patrons are well taken care of on our trains, regardless of what kind of a ticket they are riding on.

INNOVATION AT MARION.

The reading, rest and recreation rooms provided for the Erie men in what was formerly the Erie R. R. telegraph office at Marion, Ohio, is proving a drawing card for the Erie men, and the place is crowded nearly every night. The men who formerly loafed wherever they could find a place, now stay at the rooms and read or talk over railroad matters. The cots provided in the upper rooms are also in great demand.

ERIE'S DOUBLE-TRACK LINE, CORRY TO MEADVILLE.

DOUBLE-TRACKING the Lines West is now being rapidly pushed. On the Meadville Division, the length of the improvement is 36 miles, extending from Meadville, Pa., to Corry, Pa., including 23 miles of new single track railroad, and 13 miles of new double-track railroad, and the adjustment of four miles of the present double-track railroad; retaining for use of westbound traffic 21¼ miles of present single-track railroad, as the grades westbound are favorable.

The work includes the handling of approximately 4,000,000 yards of material, 60,000 yards of masonry, including two viaducts crossing over present track, each 500 feet long.

The contractors have in service 60 small steam locomotives, 450 dump cars, 18 steam shovels (about 60-ton capacity) and 2,000 men. There is an engineering force consisting of 35 men looking after the construction work.

The grades will be 0.2 eastbound and 0.3 westbound compensated, being a reduction from 1% eastbound and 1% westbound.

The widest divergence of the new line from the present line will be 4,000 feet. The valley in which the railroad is now located is known as French Creek Valley, which rises at the head of Chautauqua Lake, emptying into the Allegheny River at Franklin, Pa.

There will be no grade crossing on the new work. The contractors are working double-shift (night and day) in order to get the work completed in the time required.

DEFINITION OF SOCIALISM.

In a recent issue of "The Philistine," which is printed every little while for the Society of the Philistines and published by them monthly, has this to say about Socialism:

SOCIALISM: A sincere, sentimental, beneficent theory, which has but one objection, and that is, it will not work.

2. A plan by which the inefficient, irresponsible, inactive, unemployable and unworthy will thrive with out industry, persistence or economy.

3. An earnest effort to get Nature to change the rules for the benefit of those who are tired of the game.

4. A social and economic scheme of government by which man shall loiter rather than labor.

5. A survival of the unfit.

6. A device for swimming without going near the H. O.

7. Participation in profits without responsibility as to deficits.

8. An arrangement for destroying initiative, invention, creation and originality.

9. Resolutions passed by a committee as a substitute for work.

14TH CONFERENCE OF Y.M.C.A.

The fourteenth International Conference of the Railroad Young Men's Christian Association will take place in Chicago, October 3-6, next.

These conferences are usually held at intervals of three years, and are attended by from 1,200 to 1,500 railroad men representing every section of the country and every department of railroad service, from president to section hand.

It is anticipated that the attendance this year will be large.

IN GRATEFUL APPRECIATION.

754 Parker Street,
Forest Hill, N. J.,
July 16, 1912.

Mr. R. H. Wallace,
Genl. Passr. Agent,
Erie Railroad.

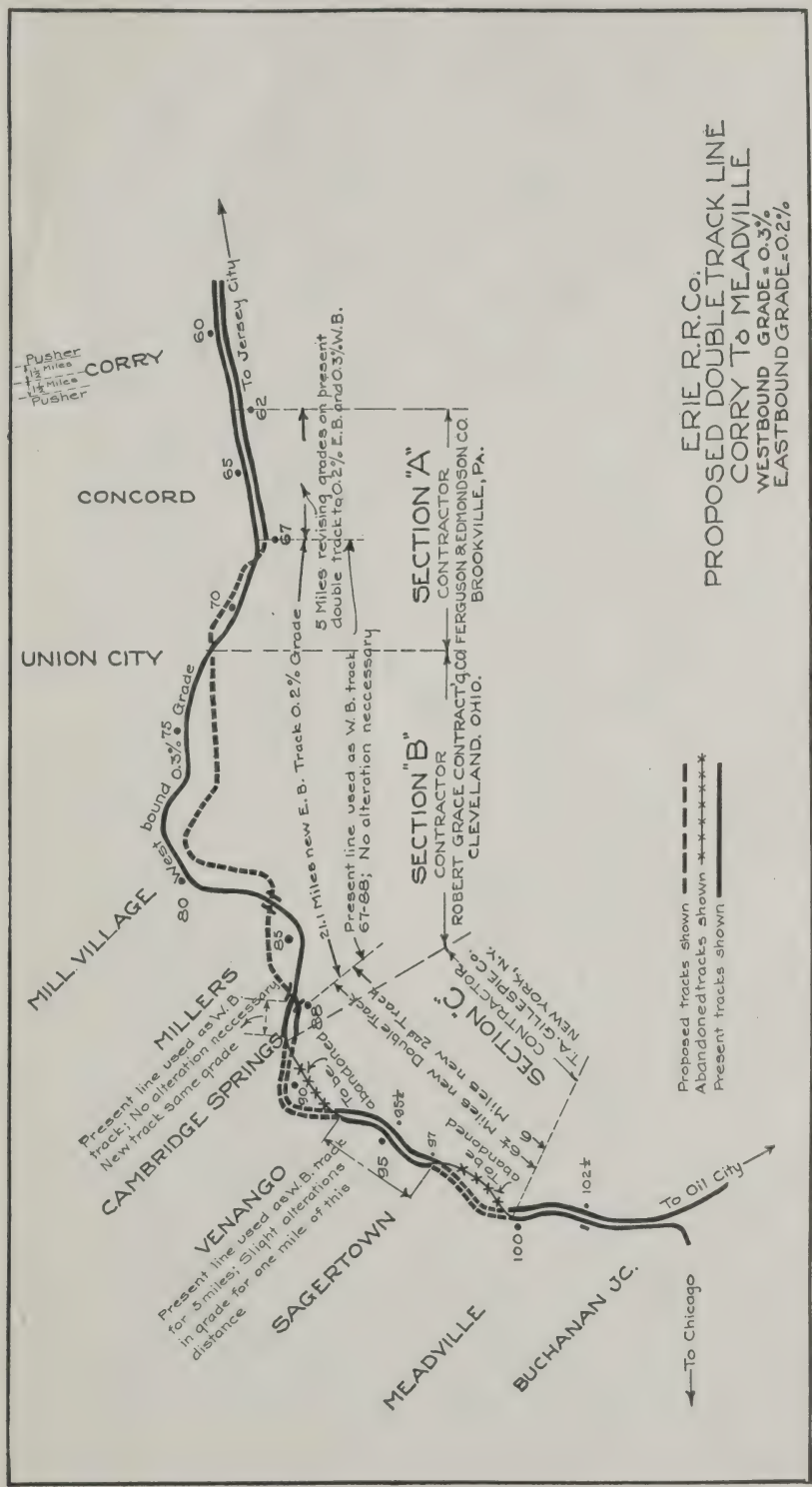
My Dear Mr. Wallace:

I wish to express to you my grateful appreciation for the kindness shown me during the period of my late husband's illness, and to the Passenger Department, and others, for their tokens of sympathy, and the beautiful floral offerings, tendered as an expression of their friendly feeling, when he passed away.

That my sincere thanks may reach all employes of the Erie Railroad, with whom Mr. Clifford had business relations, and who stood by him so loyally during the hours of his greatest suffering, I desire to extend them through the columns of the Erie Railroad Employes Magazine; also my thanks to those who sent letters of sympathy, it being impossible at this time to answer each in person, on account of indisposition.

Sincerely yours,
Elizabeth Clifford.

The man who is slow to wrath generally makes a fast friend.



A DESCRIPTION OF THIS ENGINEERING WORK WILL BE FOUND ON PAGE 332.

RAILWAY WAGES AND COST OF LIVING IN THE UNITED STATES AND EUROPE.

THE Bureau of Railway Economics has completed the second of its comparative studies of railway conditions in the United States and the principal countries of Europe. This relates to the wages paid railway employes and the cost of living, and is based on the latest years for which comparative data are available.

The average daily compensation of railway employes of all classes for the year 1910 was in the United States, $2.23; in the United Kingdom, $1.05; excluding supplementary allowances negligibly affecting the average, it was in Prussia-Hesse 81 cents, and in Austria 89 cents. The lowest paid railway employe in the United States, the ordinary trackman, receives a greater compensation than many of the railway employes of France, even those of higher grades and with responsible duties. The compensation of railway employes is from two to three times as high in the United States as in Italy.

A recent report of the English Board of Trade on railway wages shows that the average weekly pay of enginemen in the United Kingdom in 1907 was $11.17; of firemen, $6.67. In the same year enginemen on American railways received an average weekly compensation of $25.80, counting six days to the week, and firemen $15.24. Recent returns make it clear that in 1912 enginemen and firemen in the United States are compensated at rates of pay for specific runs that are two, three and four times as high as the corresponding rates on representative English railways. The annual compensation of enginemen in the United States, as reported by two representative railway companies, now ranges from $1,100 in switching service to over $2,800 in passenger service, and of firemen from $700 in switching service to over $1,700 in passenger service.

For Continental Europe official returns in requisite detail are not available for a later year than 1908. The salaries and allowances of the typical engineman in Germany amounted for that year to $646.88, in Austria to $870.80; of a fireman in Germany to $424.59, in Austria to $532.03. The annual compensation of enginemen on two of the principal railways of France ranged in 1908 from $505.66 to $906.91, and of firemen from $324.24 to $595.98. In Italy enginemen received in 1908, salary and allowances included, from $581.10 to $812.70 a year; firemen, from $330.30 to $475.05 a year. In these Continental countries the maximum compensation is received only after many years of service.

The average annual compensation of enginemen in the United States in 1908, on an estimated basis of 300 days' service, was $1,335; of firemen, $792. In this country the rate of compensation to these employes does not depend on length of service.

In Belgium enginemen received in 1907 from $23.16 to $38.60 a month; firemen, from $17.37 to $23.16 a month; conductors and station employes, from 46 cents to 96 cents a day. In the United States, in the same year 1907, enginemen averaged, on the basis of 25 days' service, $107.50 a month; firemen, $63.50 a month; conductors, $3.69 a day; station employes, from $1.78 to $2.05 a day.

The rental of a three or four room house or flat is almost as high in Berlin, Paris, or London as throughout the United States, but in England and on the Continent it generally runs from thirty dollars to ninety dollars a year less. The quantity of food and fuel estimated by the Board of Trade of England as the standard consumption of a typical workingman's family costs in the United States 17.8 per cent more than in France or in Germany; 35.3 per cent more than in Belgium, and 38 per cent more than in the United Kingdom.

It is well within the truth to estimate in a broad and general way that while the cost of living of a railway employe in the United States is less than fifty per cent. higher than that of a corresponding employe in the United Kingdom or on the Continent, his compensation averages over twice as great.

Rastus—What yo' think is de mattah wif me, doctah?

Doctor—Oh, nothing but the chickenpox, I guess.

Rastus (getting nervous)—I 'clare on mah honah, doctor, I ain't been nowhar I couldo ketch dat!—Medical Times.

AN APPEAL FOR STATION REORGANIZATION.

BY E. H. GUTHRIDGE, Agent, Erie Railroad, Dayton, O.

TO outline clearly and fully the above subject for the readers of the "Erie Magazine," would require much space. This I would not ask, knowing that the editor has abundant interesting information for his columns at all times. It, however, will be my endeavor to confine the article to conservative statements that will bear the investigation of officers of long and practical experience.

The standard by which station employes perform their duties at many stations, could be elevated to a much higher plane, I believe, after due trial has been given the COMMISSION PLAN, which we will later outline. My study of the subject leads me to believe that among more than the average employee there is a complaisant "ne'r do well," or reactionary spirit existing, which forebodes more or less trouble in the future to the employers. To place such feelings in the background, we must bring forward stronger and more advanced ideas. I have in mind, as a result of this policy, one of the greatest organized industrial institutions in our country today, The National Cash Register Co., Dayton, O., in whose plant there rests upon the walls the most suggestive motto, "WE PROGRESS THROUGH CHANGE.

In the minds of successful financiers we ever find one central thought, the key-note, ECONOMY. Our dictionary clearly and tersely defines this thought, as it presents itself to us: "A frugal and judicious use of money; that management which expends money to advantage and incurs no waste; frugality in the necessary expenditure of money. It differs from parsimony, which implies an improper saving of expense. Economy includes also a prudent management of all the means by which property is saved or accumulated; a judicious application of time, of labor, and of the instruments of labor."

Confining ourselves to this particular subject, I, by the consent of the EDITOR, would offer the following remedy, which for convenience may be termed "THE COMMISSION PLAN." There should be appointed and be maintained in the service for a period of at least one year, three thoroughly competent agents, who shall be selected, entirely for their qualifications, and who are capable of judging the individual station, not from the casual visit of an hour, or a day, but rather of a week; who can thoroughly and conservatively judge the agent, the clerks and their environment, who can intelligently diagnose the conditions, and who are competent to establish a system of uniformity at every station by which every employe is carefully and accurately checked.

The employe should receive his debits, also his credit, in accordance with the inspiration that he seems to have received, and which is encouraged because of the interest that he has taken in his work. If there is incentive, he will have aspirations, which will cause him to commence the building up of CREDITS, and, without question, continue a habit which should be encouraged because of the inestimable benefit to both himself and to his employer. We would estimate that, with the proper encouragement for more personal effort on part of employes, would result 50% efficiency. What gratification to a man, knowing that by his careful vigilance and by the careful performance of his work, he has by his own effort eliminated from three to fifteen errors daily? He has indeed done a service to a large number of other employes who would come in contact with such correspondence and with such reports.

The COMMISSION will spend some days, at stations of greater importance, with view to making observations for the minutest details as they exist in and about that particular station. They will outline for that agent a plan of reorganization, or a schedule of duties for each clerk, in accordance with the conditions that prevail at that station. The agent will be held accountable for the absolute observance of his instructions. They should instruct all concerned how to perform their duties in the most satisfactory manner, and how it may be done with the least expenditure of energy, and all for the single purpose of creating a higher state of efficiency. ,

To inaugurate a scheme of this kind, under the direction of a COMMISSION, and not to supplement it by the appointment of a capable station supervisor, would surely defeat the purpose for which they were appointed. The station supervisor, for at

least six months after his appointment, should have only territory that would be sufficient to allow him to visit each smaller station once in each four weeks, and at larger stations more often. He must be an exceedingly close student of the many complex problems surrounding the welfare of the company, and also of the commercial conditions at that point. He should seek to learn and to inform the COMMISSION of everything that will in any manner detract from the existing service that we offer to the public. He will keep them informed of the local station conditions, he will make recommendations for the removal or for the advancement of employes, in accordance with the general requirements. His duties would require that he should be equally interested in the increase of station revenues, as well as that of minimizing the station expense.

It would be absolutely necessary that the selection of station supervisors be attended with care, so as to secure men of large experience and ability. The salary compensation is of primary importance, and unless reasonably liberal, the plan would be defeated from its inception. The thorough study of these many problems by these able and proficient men will develop a great many points of great interest that should be placed in the hands of our department officers for their personal observation for the definite purpose of seeking uniform co-operation.

The concrete object of the COMMISSION PLAN is to outline the most economical system that can be originated, and one that will be ever subject to a beneficial change; to place the men on a correct working basis, with the underlying thought that there must be stimulated among them above all, EFFICIENCY; that they must heartily render to their employer that which they well know to rightly belong to him, and, in fact, to render to the employer the same as though their positions were reversed. Doubtless such plan would be commended by all alike, the company, the employes and the public, therefore the most hearty support must be given to aid us to ultimately yield for our system the large revenues required to profitably conduct the affairs of the greatest trunk line in America.

I wish to make the following statement, and I believe it to be conservative, too; that, because of conditions at the present time, we can ascribe the ever-constant and frequent changes that are occurring upon station forces; that the average cost to the Erie Railroad for each new recruit on the clerical force is $75.00, which is occasioned by improper carding, back haul movements, and general wrong information given out by him upon the multitude of subjects that govern the stations. Many errors occur which occasion additional letters, reports and corrections, and are considered of little moment; however, each of them will average 45 minutes of employes' time, whose salaries range from the lowest clerk to the highest official, at a cost to the company perhaps ot $1 each, because of errors in billing, errors in mailing, errors in loading, or transferring, errors of train yard, transfer and receiving station employes, aggregating upon the system 5,000 monthly, perhaps more.

The establishment of efficiency, in Local, Junction and Transfer stations, would ultimately decrease the amount of labor performed in auditing and claim offices alone, 20%. To enable us to secure the co-operation of our men in such campaign, there must be some incentive laid before them. A certain per cent bonus may be paid to those who have met the conditions, as outlined by the Commission, and vouched for by the station supervisor, such bonus paid annually. Each employe will be checked daily by the agent with reference to reduction of percentage of errors, the volume of efficient work performed in usual working hours, the number of proven instances where money was saved to his employer, the actual record of proven instances, where employes secured for Erie Railroad net revenues, without interference with his duties, and for his general conduct. Upon the visit of station supervisor, such records will be checked by him, with view to determining the general improvement at the stations, and for his recommendations for the basis for bonus offerings.

Much improvement during the past year has been noted as a result of the systematic organization of agents. A closer bond of sympathy and unity of interest in the general welfare of other agents is particularly noted as a result of the discussions of docketed questions before our assembly, but there remains much to be learned and developed by all of us, along the

line of station organization. I shall ever stand as an advocate for PROGRESSIVE CHANGE in our policy adopted for station organization.

A HEROINE OF THE RAIL.

At Macopin Lake Junction on the New York, Susquehanna & Western Division, lives a brave little woman of the name of Mrs. Florence DuBois.

She proved the calibre of her make-up on a recent occasion when heroic measures were required in a case of great emergency.

It was the misfortune of the railroad company to have had an accident at Macopin Junction, in which several persons were injured. The home of Mrs. Du Bois is close by and she was among the first to learn of it.

MRS. FLORENCE DUBOIS.

Not only did this little woman hear of the accident, but she saw at a glance that immediate assistance was necessary, and she proved to be the right person in the right place.

Macopin Junction is a sparsely settled place, where aid in case of an emergency is not to be had at once—that is medical aid—so Mrs. Du Bois happened to be the ministering angel in an hour of great uncertainty, and was so active in soothing the sufferings of those injured, that she will always be remembered by the railroad men as a brave woman who performed heroic duty at a time when it was needed more than at any other time within their recollection.

What Mrs. Du Bois did was to hurry from the scene of accident, when she saw the situation, and return quickly with all the material suitable for bandages at her disposal. Then, when the surgeons arrived, she pitched in and aided them with all the enthusiasm of one having trained nurse experience, and she remained until there was nothing more to do.

After the excitement was over Superintendent Johns sent Mrs. Du Bois a letter expressing the appreciation of the company and himself for her great aid. Still later the letter had a sequel in the form of a substantial purse, that was subscribed to by the boys of the New York, Susquehanna & Western Division. It was forwarded to her by Mr. Johns with another nice letter, and the recipient was so surprised that she could hardly find words to express her appreciation.

The picture of Mrs. Du Bois shows her to be a modest woman, and those that know her declare she is.

ENGINEERS' GOOD JUDGMENT.

Recently, the engineer on one of our fastest passenger trains observed some cattle on the track. He had to come to a full stop.

The fireman took his broom, got down off the engine and went ahead to chase the cows off right of way. It was necessary to hit the last two cows over the rump with his broom, before he succeeded in driving them out of the way. This, of course, caused a delay.

The enginemen certainly used good judgment in stopping the train, and getting the stock off the track.

While delay to a passenger train is serious, in this case it was preferable to having some of the cattle injured, or killed, which no doubt would have meant a suit for damages.

Enginemen should always be on the lookout for things on the track.

Close observance and good judgment, avoid many accidents, which means a saving in loss and damage to our company.

It isn't what a man takes as a chaser that drives him to drink.

THE TRAINMAN'S MORALITY.

IN a little four-page publication called "Trolley Talk," issued at Connellsville, Pa., by the Transportation Department of the West Penn Railways Company, and the Commercial Department of the West Penn Electric Company, there recently appeared a tersely written article entitled "The Trainman's Morality."

Its author is C. R. Lewis, superintendent, Wichita Railway & Light Co. The story is so true to nature, and so valuable, as a moral lesson, that it was selected to be reprinted in these pages, for the moral it teaches.

This is the story, complete:

"Years ago, even the employing company did not give much thought to the behavior of the trainmen after the hours of service were finished. Today the whole aspect has changed and almost every employing company concerns itself in its men and insists upon employes of high moral character.

"The thoughtless young man is apt to think that his personal habits are his own business. He is willing to grant, as a concession, that the company has a right to insist that he shall behave himself while he is at work in its services, but he invariably insists, if he is that sort of a young man, that as long as he drinks and gambles, and dissipates otherwise, outside the hours of his service, it is impertinent on the part of the company or its officials to make any inquiry or to interest itself in the matter in any way. Years ago, even the company took that view of the matter. Perhaps there are some kinds of service in which the employer is still unconcerned as to the moral disposition of his employees after the hours of service. Actual experiment covering a great many years have brought most employing companies, however, to the attitude that it is wise, if not absolutely important, for them to insist on men of upright personal character and habits for every branch of their service, and particularly for those branches which have to do with the safety of human life and the conservation of property. The theory that a man can do as he pleases outside of the hours of actual service no longer holds good, because it has been found that the dissipations of the leisure hours carry their depressing and depreciating and harmful effects over into the hours of service. For instance, a trainman may get drunk after he has completed his day on the car, and according to his theory, he is all right if he is sober enough to show up in time for duty the next morning. The railway company has found, however, that the drunken condition involves a next morning reaction, which leaves him unfit for work. He may be able to drag through the actual routine of his work, but he cannot do it well. He has lost rest, which not only tells on his strength and vitality, but on his humor. He becomes ill-natured at the company's expense as well as at his own expense. The same thing will be substantially true of any other form of dissipation. If he is a gambler and loses, the chances are that the company helps to pay his losses. A gambler is, by nature, lacking in the essential element of honesty necessary to faithfulness to an electric railway employer. It is recognized as true that when a man dissipates, he gradually loses those finer senses which make a real man of him, and step by step degenerates to a mere animal. The public loses respect for him. Indeed he loses respect for himself and he soon shows this in his relation to the people. He bears on his person, and especially on his face, the repugnant marks of evil, and the world soon comes to recognize this and despise it. The sacrifice of his manliness the loss of his better nature, and eventually his entire surrender to the evil grasp of bad habits completes his ruin. All this is particularly true on the street car, where a man, in order to be useful, must maintain his good nature, his thoughtful patience, a clear headed perception of what is going on and a keen appreciation of possible peril.

In our modern life, with the better understanding of cause and effect, nobody trusts a drunkard, whether he is actually drunk at the time or not. Nobody trusts a gambler, whether in a gambling transaction or not. Nobody has any use for a flagrant or a man who wastes his time in silly dawdling, and who has no higher ambitions than to be a rounder. A man may do his evil at night and think that he can present a good front in the day time, but that is not possible to the ordinary man, and it is not even possible for a long time to the extraordinary man. There is only one safe plan with reference to evil and that is not to compromise with

it. The worst kind of a compromise with bad habits is to divide time with them. Sooner or later they begin to encroach upon the other half of the time, and they keep on encroaching until they have it all, and the result is easily forseen when that comes about. The electric railway trainman who is not clean in his habits, who does not cut out drink and gambling and the other evils that go with these, soon learns that he has been caught in the meshes and that he is lost. He cannot be used in the service either of the company that is now employing him or in any other. Having lost his position by reason of his yielding to evil, he finds it impossible to get any other position because of the record he has made in that which he has lost. His opportunity is forfeited, and he is a failure and can be called by no other name. The employing company has a right to insist, therefore, from the beginning, on his morality, on the correctness of his habits and on the cleanness of his personal life, whether in or out of the service. Practically without exception they do insist on clean, upright men."

6 POINTS FOR TRAFFIC MEN.

Sometime ago I was subordinate to a certain operating official on one of the middle West railroads. This gentleman had about ten cardinal points and they were good ones, too. One of them was: "It doesn't harm you to hang around the job a little, even if it isn't your trick, you might learn something."

Such good points might also apply to the Traffic Department. How often do you hear a traffic representative remark: "That point is on the boundary line and I don't know whether it belongs to Bill Jones or me. I believe, however, he is working it."

I should say that six good points for a traffic representative would be:

1. Know the exact boundary of your territory and every point located therein.

2. Keep a loose-leaf book showing every point and the names of the shipping clerks or traffic managers of each firm, also the purchasing agent, who, as a rule, controls the routing of the inbound material.

3. Always leave your business card if the person to be seen is out.

4. See that every shipper is supplied with an outbound billing book and every receiver of consequence is supplied with an inbound rate basis book, and that they are kept supplied with supplements up to date. The majority of such books and supplements can be delivered personally, thereby curtailing the expense of postage and express charges.

5. Unless you are well acquainted with the shipper, do not press him too hard to make good an unfilled promise. He will undoubtedly make good.

6. If the shipper is a stranger in your territory, leave him some reminder of your call; the Erie railroad furnishes maps issued by Mr. Jackson, Industrial Commissioner; also various other articles of advertising. Do not lose sight of the fact that a map is a great business getter, especially from the layman.

V. A. P.

ERIE'S HONOR ENGINES.

From a very small beginning the plan of affixing the names of engineers to the engines they run, when such engineers have shown that they are entitled to the honor, has worked in a most satisfactory way.

The last record of the Mechanical Department shows that 19 passenger engines now bear the names of their engineers, which means that that number are being kept in very best of condition.

These engines do not include a still greater number that carry the red spot, and whose engineers are members of the "Order of the Red Spot." They are honor engines, also, although their engineers' names do not appear on the cabs.

Following is the list of passenger engines that are named for their engineers, and it will be noted that every Main Line Division is represented, as well as the New York, Susquehanna & Western.

Engine No.	Name	Division
970	Harvey Springstead	New York
506	William R. Benedict	Buffalo
509	Michael F. Fritz	Delaware
2512	William S. Carpenter	Delaware
520	T. C. Clark	Allegheny
2565	J. A. Hammond	Susquehanna
968	Samuel William Evans	New York
359	James J. Salley	Rochester
2543	W. R. Martin	Allegheny
793	Harry W. Smith	Greenwood Lake
824	Calvin Voorhis	N. J. & N. Y.
514	William H. Johnson	Nor. R.R. of N.J.
401	Frank Hade	Tioga
23	Phillip Nixon	N. Y. S. & W.
715	J. F. Bruner	Meadville
2517	Alex. Larkins	Mahoning
854	J. M. Dando	Cincinnati
2547	W. R. Shade	Cincinnati
2560	John Wonderly	Chicago & Erie

PATRICK MACK, VETERAN.

The picture shown herewith will be recognized by many Erie Employes as that of Patrick Mack, a well-known Maintenance of Way employe working in Susquehanna Yard, under section foreman C. H. Welch.

Mr. Mack celebrated his fiftieth working year with the Erie Railroad Company, June 14th. During this long term of service he has worked under many foremen, although in each case his territory has extended from Hickory Grove to Susquehanna, a distance of but four miles.

PATRICK MACK.

Mr. Mack was born in County Claire, Ireland, March 17th, 1847, so that his name Patrick is peculiarly fitting. He arrived in this country, June 12, 1862. Two days later he entered the employ of the Erie and has remained therein since that date. He remembers well, the old wood-burning type of engine then in use, and can describe in detail the building of the Susquehanna Shops.

Mr. Mack is the father of eleven children, nine of whom are now living. The weight of sixty-five years rests lightly on the head of this old employe, as he is as hale and hearty as the day he entered the service.

PRACTICAL DON'TS.

Don't finger a piece of work while filing it in a lathe.

Don't use the side of your hammer to drive anything with.

Don't think all machinists are worth the same rate of pay.

Don't use a hollow-backed chisel for cutting oil channels.

Don't use a fine pair of dividers on rough and sandy scale.

Don't forget that O. K. means "OLL Korreckt," or all correct.

Don't try to grind a plug valve to a seat with coarse emery.

Don't try to make a flat surface with the tip end of a file.

Don't file a piece of work when it chatters beneath your file.

Don't stop your machine while in the midst of a finishing cut.

Don't cut a rawhide gear on slow speed, as a fast gear is much better.

Don't mark fine tools with steel letters—squares and scales, especially.

Don't throw away all the short butt ends, when you are cutting up stock.

Don't bore out the lathe chuck when you are boring a piece of work in it.

Don't put a bit of "gingerbread" polish on work that does not require it.

Don't try to rough out and finish large screw threads with the same tool.

Don't fit a bracket on a machine and leave its bolting surface crowning.

Don't think that what you know about a machine nobody else can find out.

Don't forget that your fingers are softer than gears, or iron of any kind.

Don't forget that the closer you can get your toolrest to the work, the better it is.

Don't make a piece of work to the blueprint and have it look like something else.

Don't forget that the warmth of your hand will increase the diameter of the shaft.

Don't mark machine part numbers bottom side up, when you are erecting a machine.

THE ERIE ROLL OF HONOR

A. Geilon, Crossman Watchman, New York Division.

F. Raish, Conductor, New York Division.

H. Noonburg, Operator, New York Division.

F. Noe, Engineer, New York Division.

F. C. Van Inwegen, Fireman, New York Division.

J. T. Mitchell, Operator, Meadville Division.

B. G. Adams, Conductor, Chicago & Erie Division.

Oscar J. Davis, Conductor, N. Y. S. & W. Division.

On a recent date after train 311 arrived at Paterson, New York Division, and engine was cut off to run west of the crossing, and just as it was about to pass over crossing on return trip to station, a man on a bicycle went through the gates and attempted to cross in such way that, if A. Geilon, crossing watchman, had not made extraordinary efforts to pull him from the bicycle, he would have probably been run over by the engine. The bicycle was damaged. For this display of nerve and good judgment, Superintendent Parsons has given him a credit mark.

While working with wrecking train just east of "M. Q." on the New York Division, F. Raish, conductor, noticed a brakeman of another train had left the west end of hand throw crossover open. By using prompt action, Raish had same closed in time to avoid what might have been a serious derailment of 76, which was being run around on westbound from "O. & W." bridge to "M. Q." crossover. Superintendent Parsons has shown his appreciation of this good service by awarding Raish a credit mark.

H. Noonburg, operator at "D. Q." on the New York Division, has been awarded a credit mark for discovering a broken brake connection on car C. & N. W. 5544 in train 81, while it was passing his tower. He took prompt action in having train stopped and defect remedied, thus avoiding what might have been a serious derailment.

J. T. Mitchell, operator at Amasa, Ohio, on the Meadville Division, has had a credit mark added to his record for meritorious service. While Mitchell was going home from work he found a pair of angle bars broken on the curve east of Sugar Grove. The rails had parted and were 3 or 4 inches apart, one rail standing an inch above the other, with spikes loose from both rails. As train 10 was nearly due, he went back to Sugar Grove and flagged it. Number 10 proceeded slowly over defective track, after which track was placed in good repair.

While passing through Otisville Tunnel with extra 2029, east, F. Noe, engineer, New York Division, came to a sudden stop for a cause which was at the time unknown. It developed that a westbound train was approaching. Noe sent his fireman ahead with a red light and stopped the train in time to insure its safe passage by the eastbound train which Noe was in charge of, and which might have had derailed cars. For this good service Superintendent Parsons has awarded him a credit mark.

F. C. Van Inwegen, fireman. New York Division, is the man that Engineer Noe sent ahead with flag to stop an approaching westbound train, and he did so promptly. Superintendent Parsons has awarded him a credit mark, also.

B. G. Adams, Conductor, Chicago & Erie Division, has been given a credit mark for the performance of unusual service to the Company. Adams discovered a broken flange on Erie car 26808 in train extra 1717, and took immediate steps to set the car out. While switching the car out to repair track at North Judson, it was derailed on account of this broken flange, thus indicating that a more serious accident might have resulted, had he failed to discover the damage.

On a recent occasion, while Oscar J. Davis, Conductor, New York, Susquehanna & Western Division, was acting in the capacity of brakeman of

extra 64 at Susson, Pa., he detected a bent axle under Erie car 11936, and took the necessary precaution to have the car switched for new wheels. For this excellent service Superintendent Johns has awarded him a credit mark.

ORANGE COUNTY CHARITIES.

The regular monthly meeting of the Orange County Committee of the State Charities Aid Association was held July 22, at the office of the children's agent in the County Treasurer's Building, Goshen, N. Y. The following towns were represented: Goshen, by Mrs. Henry Bacon; Middletown by Mrs. Chas R. Mills, Mr. Edmund Millen and Mr. H. K. Wilcox; Pine Bush by Mrs. A. Emily Whitten and Port Jervis by Miss Caroline M. Cuddeback. Miss Reeder, the agent for dependent children in the County, reported that on the 1st day of the month there were 84 children public charges on the County and on the last day of the month the number was 75. Fifty-six of this number are in St. Mary's Orphan Asylum in Port Jervis, 13 in the Children's Home in Middletown, 1 in a reform school and 5 in institutions for Defectives.

Seven children became public charges; of this number 4 are only partly at public expense, as part of their board is being paid by their relatives. Two of this number were young boys who had run away from their homes in Connecticut and said they had started for Chicago by freight. Their transportation back to their homes was arranged for by the Agent with the Sup't of the State Poor at Albany and the boys were glad to return to the parental roof.

Sixteen children ceased to be public charges—ten of these through the efforts of the Agent in finding homes for them or returning them to relatives who were able to care for them.

During the month one hundred and thirty-nine calls were made by Miss Reeder and forty-one letters written.

The Orange County Committee acknowledges with thanks the receipt of the following books and pamphlets, presented by Assemblyman John D. Stivers.

Forty-second annual Report of the N. Y. State Board of Charities, 1908, in five volumes.

"The Feeble minded in New York," by Anne Moore, Ph.D.

Fourth Annual Report of the N. Y. State Probation Commission, 1910.

Eleventh Annual Report of the N. Y. Hospital for the Care of Crippled and Deformed Children, 1911, (situated at W. Haverstraw.)

Extract from Thirty second Annual Report of the N. Y. State Dept. of Health.—1911.

This literature is for the use of residents of Orange County. Any of these publications may be borrowed from Miss Grace A. Reeder, Box 5, Goshen, N. Y.

THE MODERN BLACKSMITH.

Under a costly canopy
  The village blacksmith sits;
Before him is a touring car
  Broken to little bits;
And the owner, and the chauffeur, too,
  Have almost lost their wits.

The village blacksmith smiles with glee
  As he lights his fat cigar,
He tells his helpers what to do
  To straighten up the car;
And the owner, and the chauffeur, too,
  Stand humbly where they are.

The village blacksmith puffs his weed
  And smiles a smile of cheer,
The while his helpers pump the tires
  And monkey with the gear,
And owner, and the chauffeur, too,
  Stand reverently near.

Behind the village blacksmith is
  The portal of his shop;
The shop is very large in size;
  With a tiled roof on top—
And the owner, and the chauffeur, too,
  At it were glad to stop.

The children going home from school
  Look in at the open door;
They like to see him make his bills
  And hear the owners roar;
And the chauffeurs weep as they declare
  They ne'er paid that before.

He goes each morning to the bank
  And salts away his cash;
A high silk hat and long frock coat
  Help him to cut a dash—
But the owner, and the chauffeur, too,
  Their teeth all vainly gnash.

The chestnut tree long since has died,
  The smith does not repine;
His humble shop has grown into
  A building big and fine.
And it bears "Garage" above the door
  On a huge electric sign.

—Chicago Evening Post.

HORNELL FIRE LADDIES ARE VICTORS AT HUNTINGTON.

WINNING HORNELL TEAM MAKING RUN ON FIRST LAP OF COURSE.

Leaders, Major and Kehoe; second, Spangler and DeGroat; third, Asst. Coupler Boyle and Coupler Babcock; tillermen, Tapperton and Doyle; behind cart, Leahy and Westcott.

INTO history has passed the sixth annual tournament of the Erie Railroad Shops Fire Department, the laddies from the L. R. Laizure reservation at Hornell, N. Y., bringing home the big silver trumpet, the coveted prize offered by the Erie Railroad Company, to be competed for annually, until some one shop wins it three times consecutively.

It was a great tournament, too, with not even one unpleasant incident to mar the friendly competition. A great many of the boys journeyed to Huntington, Ind., on Train 3, Sunday, July 21st, which left them at the scene of battle the day before the contest, same being scheduled for Tuesday, July 23rd. The good train picked up the different companies as it sped along, and there were cheers and expressions of good-will at every station where a fire company got aboard. "Get to it, boys," "Bring home the bacon," and cries of that kind were heard as number 3 pulled away.

It was said that General Superintendent Stone of the Lines East, whispered to a certain person, that he wanted that trumpet located somewhere east of Salamanca during the next year, and the contestants in his territory were told this. Captain Herons of the Hornell team said he would instruct his boys to make the run of their lives, knowing that Mr. Stone had a very warm spot in his heart for the wide-awake city in old Steuben County. The result shows how well the boys made good.

A funny incident happened on the train. When the shop's band at Susquehanna started to cheer the travellers with inspiring airs, it was found that the manipulator of the snare drum had lost his sticks. They couldn't be found anywhere, and it was decided that Master Mechanic Laizure swallowed them. He must have been guilty, as it was he that telegraphed to Huntington to have a pair at the station on arrival of Train 3, and they were there.

When the teams reached destination they formed in line, and with suit cases, each with a streamer attached bearing the shop's name, marched up the smooth, brick-paved avenue to the heart of the city, headed by Master Mechanic Harrington's splendid band from Susquehanna, while the citizens of the beautiful county seat gave them a rousing welcome.

Huntington, a quiet, orderly little city of about 12,000 souls, was at once transformed into an uproar. Automobiles, that had been assigned to carry the Erie's representatives, and without cost, too, hurried here and there with their loads. The city, itself, was aglow with bunting and the national emblem floated everywhere. Business houses, factories and homes were profusely decorated. July 23rd was known, officially as "Erie Day," and it was so indicated by printed signs in store windows which were inscribed, "Erie Day, Huntington, Indiana, July 23rd, 1912." They bore the Erie diamond.

The city's share in the reception and entertainment was in charge of the Huntington Commercial Association, of which Mr. C. B. Williams is

BUFFALO CAR SHOP TEAM PLAYING WATER AFTER RUNNING FIRST LAP.

secretary. To this gentleman is extended the hearty thanks of the Erie Railroad Company and those who participated in the tournament, for his untiring efforts to make their stay pleasant and aiding in the success of the contest. He represented the association more than efficiently. All the Erie men were escorted to the Association rooms and registered; they were also invited to cigars, and each was given a card extending the freedom of the city.

After Chief of Police Hillhouse of the Erie had gathered the foremen of the various companies together for final instructions and all preliminaries were ended, then the Susquehanna band blew itself again and again. It seemed never to tire playing and made an instantaneous hit all over town. Huntington was alive that night, if never before.

The morning of July 23rd dawned bright and sunny, and a gentle breeze from the West ruffled the placid bosom of the Little Wabash River. Everybody was astir for the day's sport, and the streets about headquarters, the Hotel Huntington, were congested with humanity at an early hour. To the music of the Huntington and Susquehanna bands the procession of automobiles, preceded by the fire companies of the city and followed by the Erie's fire laddies, some in grotesque costume, marched about the streets and then crossed the river and headed for the Fair Grounds, the scene of the contest.

The big grand stand was packed, most of its occupants being Huntington's fair daughters, and the coloring created by their light and airy summer frocks, presented a picture of rare beauty. Secretary Williams estimated that 4,000 persons were on the grounds. The two bands rendered selections between races, while those on the Judge's stand drank cool lemonade furnished by Mr. Williams who provided sandwiches, also, at the noon hour.

The Judges were Messrs. William Hillhouse, Chief Erie Police; J. B. Dickson, General Agent, Chicago, who represented Vice-President J. C. Stuart at the tournament, and E. S. Fitzsimmons, Mechanical Superintendent, Lines West. Mr. James Burke, Engineer Maintenance of Way, Lines West, was chosen Megaphone Announcer and the Editor of this Magazine, Clerk of the Course. E. J. Riley, Fire Inspector and Captain Beaver were starters.

At 10:30 a. m. the races were under way, the same rules observed heretofore, governing. The distance was 300 feet, and return, turning on and off the water, coupling, uncoupling, reeling hose, etc.

Following is the score of the contest, Hornell being first, Brier Hill second and Buffalo Machine Shop third.

	First half. Seconds.	Second half Seconds.	Total. M.	Sec.
Buffalo Mach. Shop	32 4-5	43 4-5	1	16 3-5
Brier Hill	29 3-5	46	1	15 3-5
Cleveland	33 1-5	59	1	32 1-5
Meadville	39 1-5	42	1	21 1-5
Hornell	29	44 1-5	1	13 1-5
Galion	†	..	.....	
Salamanca	31 3-5	50	1	21 3-5
Kent	33 2-5	82	1	55 2-5
Avon	30 4-5	50	1	20 4-5
Huntington	31	46 3-5	1	17 3-5
Buffalo Car Shop	31 1-5	52	1	23 1-5
Jersey City	32 3-5	49 4-5	1	22 2-5
Stroudsburg	37 2-5	55 1-5	1	32 3-5
Bradford	35	84 3-5	1	59 3-5
Port Jervis	.....	*	.....	
Susquehanna	32 1-5	45	1	17 1-5

† Couplings jammed; disqualified.
* Hose parted; disqualified.

Following was the makeup of the teams.

Hornell.

E. Kehoe, Geo. Major, H. Degroat W. Spangler, E. Babcock, J. Boyle, H. Doyle, W. Hippenden, N. Zedry, C. Westcott, W. J. Herons, Foreman.

Galion.

J. Pensinger, R. Marlow, W. Morgrove, G. Patterson, J. Gill, R. Snyder, M. Heffinger, C. H. Powers, A. Connor, R. B. Humminger, Carl Koch, Foreman.

Salamanca.

H. Caldwell, F. Relberg, A. Benton, F. Shrader, C. McCarthy, C. Curtis, B. Heinze, J. Forquarson, W. O'Neill, G. McGraw, W. Griffin, Foreman.

Kent.

G. Reeves, A. L. Burr, W. Van Horn, C. E. Saxe, H. Chapin, W. Severns, W. A. Cole, J. Terry, H. Hudson, C. H. Starks, Foreman.

Avon.

J. J. Seidel, J. E. Driscoll, R. Gernon, R. McCharty, Theo. Shror, E. Dooley, F. Gilboy, C. Richey, C. Borman, A. Biser, Foreman.

Huntington.

E. Mark, P. Otto, B. Carl, M. Lester, M. Willard, W. Paul, C. Hildebrand, E. Palmer, J. Herman, C. Walter, E. L. Foote, Foreman.

Buffalo Car Shop.

C. J. Schwab, W. A. Reese, A. Rehm, G. Schottin, W. J. Lennon, D. Kendall, D. Frazer, G. Kragenberger, B. Matthews, O. H. Truhn, Foreman.

Jersey City.

C. Willardt, A. Sarintino, J. Baumann, K. Roughgarden, J. Zachline, C. DeHall, O. Rangers, C. Johnson, A. Schrier, F. Degraw, Foreman.

Buffalo Machine Shop.

H. Loedel, F. Muench, J. Seig, G. March, E. Heitzer, J. Pierch, P. Kaiss, C. Schafer, P. Sloan, F. Strauss, C. Reinhard, Foreman.

Brier Hill.

R. Dailey, W. Kruger, R. Hautraft, D. Reese, F. Osborne, L. Osborne, H. Roberts, D. Lynch, W. O'Connell, E. Dehart, C. B. Humerson, Foreman.

Cleveland.

Peter Kukis, Bernard Dowling, Owen Corrigan, Roy Bloner, John Kukis, R. J. Ryan, W. Sullivan, A. Richmond, R. Papcke, F. Hunter, J. F. Moore, Foreman.

Meadville.

W. P. Dunbar, A. Miller, G. Seiceling, F. Bowersmith, F. Smith, P. Day, F. Miller, F. Carmout, J. Kerr, F. Tiper, W. P. Dunbar, Foreman.

Stroudsburg.

E. Stein, J. Wheelock, W. Krautter, C. Daubert, J. Eilinburg, J. Miller, Fred Rinker, F. Eggert, E. Taylor, W. Wolf, E. Gould, Foreman.

Bradford.

E. Johnson, C. Taylor, G. Green, B. Barney, L. Williams, R. Keenan, C. Leadin, F. Schoolmaster, C. Crandall, H. Hadley, P. J. Mack, Foreman.

Port Jervis.

R. Drake, J. Graff, J. Quinn, B. Halpin, M. Schumacher, W. Dilger, H. Williams, K. Bodle, S. Winans, J. Case, Foreman.

Susquehanna.

J. Mooney, R. Geming, J. Connors, J. Teskey, S. Callahan, A. Johnson, J. Callahan, J. King, G. Bennals, J. Malloy, P. H. Clancy, Foreman.

At 7:30 o'clock in the evening, there was a parade of the fire laddies. It formed in front of the Hotel Huntington and marched through the principal streets. Fireworks were set off as the procession moved. The crowd was so great about the starting and finishing points that the marching facilities were reduced to a narrow lane.

A reviewing stand had been erected for the Erie officials and the Mayor, on which to review the parade. General Superintendent Dunkle was in the front row and he had the big silver trophy with him. When the Hornell team, with Captain Herons on a float, reached the stand it halted and Mr. Dunkle, in a felicitous speech, presented the trophy to Captain Herons, who responded graciously.

The Rev. E. W. Cole then stepped forward and, in behalf of the Commercial Association, presented the Hornell team with a silver cup, Huntington's tribute of good-will toward the Erie Railroad and its fire-fighters. It is a beautiful trophy, because it is plain and without gaudy decoration. It stands 1 foot high and weighs 1½ pounds. The handles are artistically curved. On it is inscribed, "Erie Fire Tournament, Huntington, Ind., July 23rd, 1912. Presented by Huntington Commercial Association."

A banquet was given at the Hotel Huntington, which concluded the tournament. The Rev. E. W. Cole, a popular idol of the city and a wit and story teller of a very high calibre, was toastmaster. Had no one else spoken a line, he would have been sufficient in himself to have entertained and kept the 60 or more guests in an uproar.

The speakers were: Mayor M. N. Feightner; Judge Cook of the Circuit Court; General Superintendent H. O. Dunkle; Assistant General Passenger Agent J. D. Brown; Wm. Hillhouse, Chief Erie Police; E. S. Fitzsimmons, Mechanical Superintendent, Lines West; James Burke, Engineer Maintenance of Way, Lines West; T. Mackrell, Superintedent Chicago & Erie Division; J. B. Dickson, General Agent, Chicago; L. R. Laizure, Master Mechanic Hornell Shops and J. W. Caswell of the Association.

The dining room of the hotel was tastefully decorated for the banquet and the favors were roses. Mine Host, J. J. Kindler, served the following toothsome.

MENU

Queen Olives Radishes
Celery Hearts

Salted Almonds

Tomato Bisque

Fried Spring Chicken Cream Gravy
New Potatoes in Cream
French Peas Cream Slaw
Hot Tea Biscuits
Fruit Jello with Whipped Cream

Combination Salad with Wafers

Neopolitan Ice Cream and Cake

Roquefort Cheese and Wafers

Coffee

The tournaments of the Erie Shops Fire Department were inaugurated in 1906, and have been continued each year with growing popularity and enthusiasm, with the exception of 1907, when no tournament was held. The good they do in bringing the Erie Railroad and its patrons in the various cities more closely together in friendly feeling and extending business relations is so great as to be beyond expression in a few mere words. This was proved a hundred or more times in popular sentiments uttered by the speakers at the banquet.

Following are the names of the winners at the six tournaments held. Hornell, 1906; Meadville, 1908; Galion, 1909; Susquehanna, 1910; Huntington, 1911; Hornell, 1912.

Notes of the Tournament.

General Superintendent H. O. Dunkle, Assistant General Passenger Agent J. D. Brown, Mechanical Superintendent E. S. Fitzsimmons and James Burke, Engineer M. of W. Lines West, came all the way from Cleveland in Mr. Dunkle's private car to attend. They said it was a gilt-edge investment. Mr. Dunkle was particularly happy watching the contest; in fact he was "right in it" all the time.

Mr. Dunkle spoke three times in one evening, and that's a lot for a man that doesn't love the limelight.

When toastmaster Cole introduced E. S. Fitzsimmons as "our next speaker," and said he judged by his name that he was an Italian, it was a reflection of the Duke of Wellington, Robert Emmett, Tom Moore, Lord Roberts and John Stewart Parnell, but it didn't fease Fitz for an instant, and he made a good speech.

The Rev. Cole, Toastmaster, is a dandy with the glib tongue. "Jim" Burke called him a "cuckoo" and J. D. Brown said he'd like to have him on his staff to insure an increased business.

Jim Burke made a clever announcer at the races. Some said he kissed the Blarney Stone, others that he had missed his calling and still others that he must have been an auctioneer in early life. He made a scream of it and kept the fair ones on the grand stand in a state bordering on hysteria. His banquet speech was of the Edmund Burke calibre.

Two live wires of Huntington, are C. B. Williams and J. J. Kindler, of the Association and Hotel Huntington, respectively. It is declared neither shed his clothes for a week preceding the arrival of the visitors.

More tobacco went up in smoke during the visit than Huntington had previously dreamed of. A full box went to the Hornell team, everybody was handing them over and "Foxy Grandpa" Yergens handed out two boxes of good ones before the visitors left his shops.

The good feeling displayed by the Huntington boys in surrendering the trumpet to Hornell, was that of true sportsmen. It was one of the finest tributes of the busy day and everyone praised the young Hoosiers for their attitude.

Of the six tournaments held by the Erie's young fire fighters, two have been won by Hornell. This is something for General Superintendent Stone to think over. His reservation is certainly floating on the crest of the waves.

Not satisfied with all the excitement of July 23rd, on the morning of the 24th a parade was arranged by Chief Hillhouse and headed by the Susquehanna band, marched to the home of Superintendent Mackrell, under a sun that made it 89 degrees, and there serenaded him and his family. He liked it so well, that he joined the procession and marched to the shops, where Master Mechanic Yergens opened a box of cigars, and all smoked again. Then there was speechmaking as the boys assembled under the shade of an apple tree.

Superintedent Mackrell likes Huntington now better than when he first landed there. He said he smoked more cigars during the two days excitement, than on any two days of his previous life—not excepting any two days when he pounded brass in the dispatcher's office, Jersey City.

It is estimated that Master Mechanic Laizure carried the silver trumpet about with him over 60 miles in 2 days. He was as proud as a peacock as he cheered for Hornell. Storekeeper Dearworth of Huntington Shops, said he felt that way himself last year, and added that Laizure will be going around with drooping spirits after next year's contest.

Joe Boyden, Master Mechanic at Cleveland Shops, was seized with hunger while sitting in the open in front of the Hotel Huntington, a half hour after the banquet. He hurried his storekeeper to a nearby restaurant, and the latter returned with a big bag of sandwiches made of beef and Bermuda onions. After finishing them Joe said, "Now I feel better, I guess I can live until morning."

Alas and anon, the day's sport might have been even more enjoyable. Some of the favorities are always missing; after roll call and all noses had been counted three persons said in unison. Where is our dear old friend J. C. Tucker?

OBITUARY.

Samuel Buel, Jr.

On July 2nd, 1912, Samuel Buel, Jr. died suddenly of heart failure at his home, 356 West 23rd Street, New York City. He was an old and faithful employe of the Erie Railroad, having been in the Engineering Department of this road for sixteen years.

Born in Cumberland, Maryland, in 1844, he was the son of a professor in the General Theological Seminary.

Mr. Buel graduated from Rensselaer Polytechnic Institute, Troy, N. Y., in 1866; after graduation he became Assistant Engineer of the Philadelphia & Reading Railroad. In 1868 he was promoted to Division Engineer of the North Division of the Reading road from Pottstown north to Pottsville.

He left the service of the Reading Railroad to enter private business. In 1871 he became General Manager of the Detroit Bridge Company. After that he came to New York City and was more or less interested in engineering enterprises, especially with the Elevated Railroad. In 1896 he became assistant Engineer on the Erie Railroad, in which position he remained until his death.

SAMUEL BUEL, JR., AT WORK.

Mr. Buel was an expert in terminal plans and promised to become one of the best engineers in the country. He would have been very successful, if his health had not given away and his hearing failed. His ideas have had their influence on several of the important terminals of the Erie Railroad.

Funeral was held at Campbell's Chapel on 23rd Street, New York, July 3rd. A number of the employes of the Engineering Department attended.

Knicker: "Jones got out of the wrong side of the bed this morning."

Bocker: "He couldn't help it; it was a sleeping car and every side was wrong."

A ROMANCE OF THE ERIE RAILROAD.

By Walter Clement Morgan.

IT WAS certainly a most peculiar situation. From the window of the parlor car I could see the country slipping by at the rate of fifty miles an hour. The scenery was lovely, too, but it did not interest me. A young lady of, say, twenty-four was seated on my right. She did interest me. She was very handsome, stylishly dressed, and had an air of refinement, and a face expressive of unusual intelligence. Her left hand pressed mine under cover of a newspaper that was open before me, and—this is a bald narrative of facts, and the truth must not be evaded—she was regarding me with an expression of the deepest affection.

Goo-goo eyes!

That expresses it. She was certainly making goo-goo eyes at me. It was, no doubt, apparent to every man in the car, drummers, most of them, and—yes, they were enjoying it.

I am of a retiring disposition, and prefer—that is to say, I have always thought I should prefer to do my courting or love making in some quiet, secluded grove or moonlit dell, and not too much of the moon at that. A crowded parlor car is by no means an ideal place for the exhibition of romantic sentiment. And yet—and yet it was not this phase of the situation that appalled me. It was the nerve-destroying fact that the young lady was wholly unknown to me!

You have, of course, read in novels, and more recently in newspapers (I fear it is becoming a national habit like appendicitis or hookworm), of certain individuals who have suffered a sudden and unaccountable lapse of memory. Men with large families, deacons of churches, men, in short, of hitherto unimpeachable respectability, have suddenly and mysteriously disappeared from their homes, and, after an absence of several months, have just as suddenly discovered themselves wandering in some strange and distant city. How they got there, or what happened in the interim, is enveloped in a thick haze of mystery. A man in Elmira, for example, starts for the barber shop at 8 a. m. June 12th, 1912. He awakes, so to speak, in Rochester, August 21st, same year, returns to his mourning wife and friends, and explains his absence by stating that he has forgotten all about it. There is a hiatus in his memory that cannot be bridged, and there you are. Nothing in that for scandal to feed upon. Merely interesting data for the alienists.

I had read of many such cases, and had often amused myself by imagining the peculiar complications which might result from such an affliction, but I had never fancied it possible that I would fall a victim to a similar lapse. And yet—there I was, and there was the girl. I glanced timidly into her glorious eyes. Their glamour enthralled me. I moved my right hand; she squeezed it delightfully:

I braced myself against the car seat and tried to think.

When did I last take a drink?

What did I drink and where?

What is my name?

My dazed brain answered the last query first. John Henry Smith, though not remarkable for its euphony, is a name easily remembered. I recalled it without an effort. Things were gradually coming back to me, though the presence of my charming companion seemed to blur the retrospect and partially paralyze my reasoning faculties.

I shivered slightly. Something small, and round, and hard, trickled down the back of my neck, and as I moved uneasily a hundred tiny, white objects rattled on the floor.

Rice!

It needed not a Dupin to say what that meant. Even my perceptive powers, dazed as they were, solved the problem. It meant that I was married—newly married at that! The charming, unknown creature at my side was my wife!

I closed my eyes, that my fair divinity might not further confuse me by an attempt at conversation, and tried to think.

I had taken a drink that very afternoon, or, at least, the last afternoon I could recollect, though it might have been a week—nay, a month ago. Just before leaving home I had accidentally run across my brother George. He was leaving on the Erie flier, he said, and had bashfully confided to me the astounding intelligence that he had been secretly married, and was on his way to Buffalo to spend the honeymoon. With tears in his eyes he had begged me to keep his secret from the boys. He feared

a demonstration, he said, and was ridiculously sensitive. He insisted that we should drink the bride's health, and we did in an insidious cocktail, and George, with many a furtive glance to assure himself that none of the boys observed his movements, hustled me into a seat while he escaped to the smoker, his intention, as I understood him, was to join his bride, who was in one of the other coaches, after all danger of a demonstration was passed. I must have fallen asleep and then—

"Buffalo!" shouted the trainman.

"Come on, dear; we are there at last."

"This from my fair companion."

She rose, and I meekly followed her; Rice fell from our garments like rain from heaven in springtime, but we did not seem to mind. There must be an explanation, of course, but not in that crowded car. She would scream. faint, and all that sort of thing, or—startling thought:

Perhaps she was crazy!

Still more startling thought:

Perhaps I was crazy!

We were on the station platform. We followed the crowd through the depot, and I assisted her into a waiting carriage, and was about to follow her, when, of all persons, George appeared and tugged fiercely at my coattails.

"Hold on, old man," he said, in a hoarse whisper; "that's far enough. Keep your back turned so Doris can't see your face. Ah! They have you tagged, I see," he continued, as he removed a large placard bearing the inscription, "I am married," from the back of my coat. "I couldn't have stood it, you know," he said apologetically; and as you were asleep, and Doris walked into the trap so naturally, I hid myself from the boys, and —well, you have had the pleasure of Doris' society for two hours, you lucky beggar, and that's something."

"She is your wife!" I gasped.

"Surest thing, you know. Goodbye, old man."

But he was not to escape unscathed. This was my time of triumph.

"She has been squeezing my hand!" I hissed.

"Ha!"

"And making goo-goo eyes at me!"

The devil! But never mind, old man. Run along. Doris will always think it was me. Sorry I can't introduce you, but Doris might suspect something. Ta-ta!"

And thus my twin brother left me.

ORDER OF THE RED SPOT.

AUGUST MEMBERSHIP.

SUSQUEHANNA & TIOGA DIVISIONS.

Engine.	Engineer.	Fireman.
2564	John Haire	C. H. O'Donnell
	S. E. Mason	J. H. Bly
2565	J. A. Hammond	W. F. Zeltwanger
	S. Mersereau	H. N. Foulke
2566	M. A. Lynch	E. E. Flint
2567	M. McCarthy	G. W. Jones
	A. C. Van Damark	L. A. Jackson
	E. A. Brink	B. F. Dailey
2545	G. C. Fletcher	M. D. Peck
	J. J. Gahagan	L. B. Eastman
518	J. C. Miller	C. H. Rose
	T. Purcell	V. E. Whited
528	G. C. Redfield	L. M. Wescott
	A. Jordan	E. M. Cincebox
1643	W. C. Cowgill	W. W. Fisk
1362	M. Mersereau	P. J. Canny
	TIOGA DIVISION.	
402	W. S. Scott	A. Bunn
401	F. Hebe	D. O. Smith
1096	T. D. Jones	F. T. Rikeldifer
1275	W. A. Hughes	O. G. Ogden
1241	W. Delaney	A. S. Knapp
	PENNA. R. R. BRANCH.	
897	M. H. King	F. Buck
	NEW YORK CENTRAL BRANCH.	
975	C. Doolittle	R. Doolittle

R. W. HUNT & CO. TO INSPECT.

With a view of increasing the efficiency of the inspection of purchases made by their companies, and, at the same time, have the work performed more economically, the Harriman Lines have abolished their Inspection and Testing Department and placed the work in charge of their Engineering Department, and directly under the supervision of Consulting Engineer John D. Isaacs. He has made an arrangement with Robert W. Hunt & Company, under which that firm on July 1st took into their employ 58 inspectors who had been connected with the railway organization, and assumed all the inspecting and testing work, including locomotives, cars, etc. Robert W. Hunt & Company have been for many years inspecting the Harriman Companies' bridges and rails.

A FLOOR THAT TURNS OVER.

The floor in the Apollo Theater in Paris is reversible, one side being made for dancing, the other being the usual inclined floor equipped with the folding seats of a theater auditorium. The floor is mounted on a horizontal axis on which it revolves. It is built on a framework of steel girders, has an area of 2,500 square feet and weighs 100 tons. The axis, which is parallel to the front of the stage, is not in the middle of the thickness of the floor, but nearer to the seating surface than to the dancing surface. The floor swings through an excavation over thirty feet in depth.—Cement Age.

DAMAGE THROUGH DIRE CARELESSNESS.

ON a recent date a work train, while working on the main track east of a certain station, had a car tip over, blocking both main tracks and seriously interfering with traffic· this was caused by a car being unloaded all on one side.

The accident could have been prevented by proper judgment and proper care on the part of either the foreman in charge of the work or the Conductor, whose judgment should be such as to prevent anything of this kind.

At a certain large station recently, were a lot of passenger coaches, Pullman cars and baggage cars awaiting movement. A light engine was seen to stop directly opposite a new Pullman car, just from the shop. The main track at this point was very close to the side track, on which the Pullman car was standing.

Steam was escaping in large volume from the pump governor on the left hand side of the engine directly onto the side of the Pullman car, scalding it badly.

The fireman on this engine was working with his bell ringer, while the engineer was sitting idly on his side of the engine. The fireman in this case could have prevented this damage by using just a little thought, as he could not help but notice that steam was escaping from the air pump, as he was not over four feet from where the Pullman car was standing.

TWO WORTHY PROMOTIONS.

When this Magazine was about to go to press, the news came in that Messrs Gordon M. Craig, Chief Clerk to General Passenger Agent Wallace, and Clarence L. Chapman, Chief Clerk to General Traffic Manager Cooke, had received promotion.

It was pleasant news, too, because long association with both has demonstrated that they are bright young men, hard workers in the Erie cause and capable of filling still higher positions, when future conditions make promotion possible.

And they are both democratic fellows whose friends and well-wishers are legion at Erie Headquarters in New York. They have been good friends of this Magazine and liberal with contributions, when they could furnish anything that would prove of interest to readers. These cordial relations they promise to continue.

Mr. Craig began railroad life May 1, 1904, as ticket clerk in the city office of the Southern Pacific at Portland, Ore. He held various positions in that office until December 15, 1906, when he resigned to become rate clerk in the General Passenger Dept. of the Great Northern Railway at St. Paul, Minn.

He began service with the Erie Railroad June 1, 1907, as Traveling Passenger Agent at Seattle, Wash. On February 1, 1909, he became chief clerk to the Assistant General Passenger Agent at Chicago, and on June 10, 1911, chief clerk to the General Passenger Agent, New York, which position he held to the time of his present promotion. His headquarters are in New York.

Mr. Chapman's railroad life has been spent with the Erie. He began as stenographer with T. F. Powell, Agent, Erie Despatch, Rochester, N. Y., October 8, 1897. April 5, 1899, he became stenographer to Division Freight Agent Bowman, Rochester. From May 4, 1904 to July 31, 1904, he held the position of stenographer-clerk to R. M. Parker, G. F. A., New York. From Jan. 13, 1905 to Feb. 1, 1907, chief clerk to D. W. Cooke, Ass't Gen'l Traffic Manager, New York. Feb. 1, 1907, chief clerk to Freight Traffic Manager Shane, New York. May 1, 1907, clerk with vice-president H. B. Chamberlain. Oct. 19, 1909, chief clerk to Gen'l Traffic Manager Cooke, New York, which positon he held until his recent promotion.

COURTESY A BUSINESS ASSET.

The statistician does not live who can compute the value of a smile in the business world. It makes friends, and friends are assets, just as enemies are liabilities—one can never tell what they are liable to cost.

One of the most noteworthy features of the evolution of business life is the passing of the grouch. As a business asset politeness and a genial disposition are invaluable and are almost indispensable to success. The time of the average business man is valuable, and he is forced to recognize that moments lost are the equivalent of money lost, but a moment's display of courtesy and politeness is not a waste of time for the busiest.

THE STOVE COMMITTEE

APPOINTMENTS.

Operating Dept.

The operation of the Erie Railroad Transit Line boats were, on July 20th, separated from the Buffalo Division, Mr. A. C. Elston, Manager, having resigned to devote his entire time to the operation of that division.

Mr. Charles S. Goldsborough is appointed Manager, Erie Railroad Transit Line, with office at 50 Church Street, New York.

Isaac A. Canning, superintendent of dining cars.

H. M. Wade, Agent Mail Traffic, is located at the Twenty-third Street, New York Terminal and all communications should be sent to him at that address.

In addition to his present duties, he is appointed general baggage agent.

Cincinnati Division.

S. E Sterner, ticket agent at Mansfield, Ohio, vice L. C. Willis, deceased.

R. H. Boykin, Supervisor, territory Dayton, Ohio, to Marion, Ohio, headquarters at Marion, O., vice C. J. Rist promoted.

Chicago & Erie Division.

W. D. Alspaugh, Agent at Kemp, Ohio, vice T. V. Krisher, granted indefinite leave of absence.

Traffic Department.

Mr. Gordon M. Graig, Assistant General Passenger Agent, with office at 50 Church Street, New York.

Mr. Clarence L. Chapman, Assistant to the General Traffic Manager, with office at 50 Church Street, New York.

Mr. John C. Maclay, superintendent Erie Railroad Transit Line, in charge of operation, with office at Buffalo, N. Y.

MECHANICAL DEPARTMENT.

Huntington.

W. H. Flynn, Night Engine Dispatcher, vice E. A. Guthier, resigned,

James E. Bush, Night Roundhouse Foreman, vice Joseph Slater, resigned.

Hornell.

F. J. Cleflin, Night Round House Foreman, vice L. W. Hendricks, transferred.

Dunmore.

H. E. Blackburn, Apprentice Instructor, vice Emil Kasalau, transferred.

Susquehanna.

L. C. Emery, transferred from Machinist to Foreman of the Machine Department, vice Wm. Heller, resigned.

A. B. Lamoreaux, transferred from Machinist to Foreman Wheel Dept. vice J. L. Stryker, resigned.

J. E. Anderson, transferred from Machinist to Roundhouse Foreman, vice George Thibaut, transferred.

WITH THE BALL TOSSERS.

In an exciting game of ball played at Carlton Hill, N. J., Saturday, July 20, the Auditor of Disbursements, a newly organized aggregation of ball tossers, defeated the Washington F. C. one of the fastest teams in Rutherford, N. J., by a score of 14 to 11

The feature of the game was a running catch in deep left by Hyatt, who caught the ball and fell but managed to hold it.

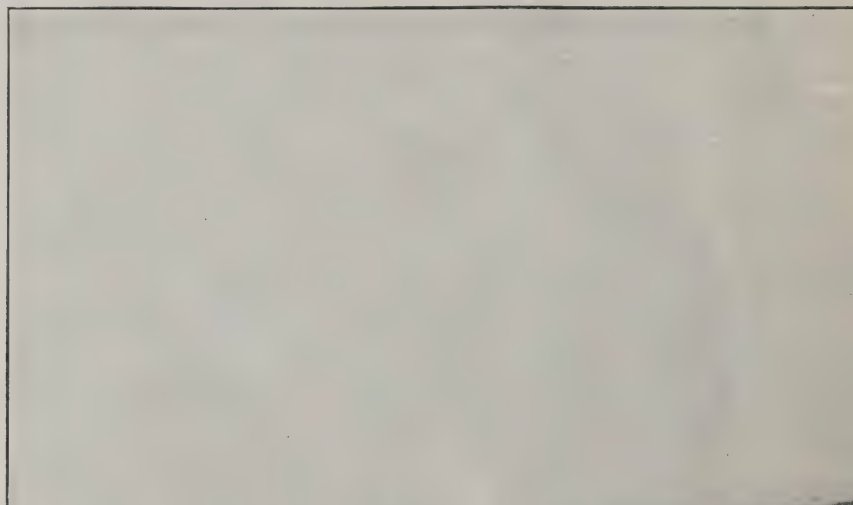
The pitching of G. Hartl, star twirler of the victors, was next to marvelous, he struck out 13 men.

Below is the score by innings.

Teams	1	2	3	4	5	6	7	8	9	Total
A. of D.....	0	9	0	0	0	1	0	2	2	14
W. F. C....	2	1	1	0	0	5	0	1	1	11

"Like most men, I have my shortcomings, I suppose, but—"

"Oh, it isn't your short comings father objects to; it's your long stayings."



BIG "WALK-OVER" SHOE TRAIN.

When the special train carrying representatives of the Erie Traffic Department, left the Dearborn Street Station on the morning of May 4th, last, it headed East and shot across to Boston, via the Delaware & Hudson system.

Once in the "City of Culture," J. Karcher, Jr., General Agent assumed the office of Pilot and took the boys all over the city. After showing them the principal beaneries and other points of interest, a pleasant trip was made to the great shoe manufacturing plant of George E. Keith at Campello, Mass., where the Erie men were entertained, royally, with a spread.

The consensus of opinion was, that the Keith plant is as finely equipped for the perfect manufacture of high-grade shoes, as any doing business in this land.

About this time the Keith people were opening a wholesale house in St. Louis for the sale of their product, and a big trainload of "Walk-Overs" was going to be shipped there. The Erie men got busy on solicitation and the result was the train went over Erie rails from Maybrook, N. Y. to the point where it was turned over to the Clover Leaf, thereby adding a little mazuma to the treasury.

The above picture of the big shoe train was taken as it stood at Maybrook ready to pull out. The number of pairs of shoes contained in the train can well be imagined, when it is stated that an ordinary box car holds a house-full of furniture. At any rate, the Keith people made a fine showing of their shoes in the Metropolis of the Southwest, and the Erie men that bought "Walk-Overs" at the Campello plant, said they were as comfortable as a "bug in a rug."

The shoe train left Maybrook on July 3rd, and arrived at St. Louis, July 6th.

RHYME OF A JUNE ROSE.

From out the "rosebud garden of girls"
She blossomed one day in June,
While all the birdies afar and near
Were singing their sweetest tune.
Welcoming her to this happy world,
Singing of groves and bowers,
And murmuring rills upon whose banks
Grew beautiful wildwood flowers.

The fairies that watched her touched her eyes
With violets sweet and blue,
And tinted her cheeks with elfin paint,
Distilled from a rosebud's dew.
Then over her lips they laid a coat
Of daintiest cherry red,
And wound a nest-full of sunny rays
All over her pretty head.

I'm sure you never saw Rose like ours,
None fairer will ever bloom;
None other could shed around our home
Such subtle and sweet perfume.
There's not such another in all the world
As blooms in our little cot;
Her fragrant beauty makes home to us
Earth's dearest, happiest spot.

When a woman of 40 flatters herself that she looks like 25, she is apt to act like 16.

Even when a woman wants her own way she changes her mind so often as to lend considerable variety to the matter.

NEW MAGNESIA BOILER LAGGING AND COVERING PLANT.

NEW PLANT OF FRANKLIN MFG. CO., STONEBORO, PA.

FOR fifteen years the Franklin Mfg. Co., of Franklin, Pa., has been providing asbestos supplies, magnesia products, cotton and wool waste for railways, and these goods are of the grade, that has made friends, because they have the superior quality that recommends them.

Among the things accomplished by this company, was the recent completion of a new plant at Stoneboro, Pa., for the manufacture of 85 per cent. magnesia boiler lagging and coverings. This new plant adds to the output of the concern very materially, and is one of the largest now in existence running exclusively on 85 per cent magnesia sectional boiler lagging, pipe coverings and cement. The accompanying cut shows the magnitude of this plant.

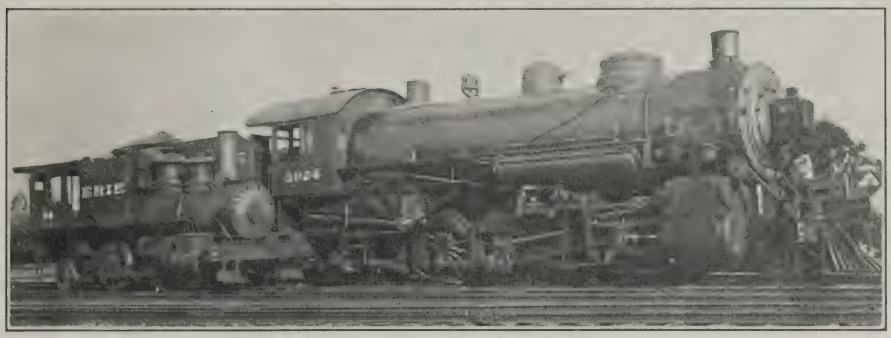
The second picture shows the company's asbestos and waste mills at Franklin, Pa.

The buildings are of steel and concrete construction, fireproof throughout and are equipped with the latest and most modern type of electrically-driven machinery incidental to the manufacture of these commodities. The Franklin Mfg. Co. controls the quarries where the dolemite rock is mined from which these magnesia products are manufactured, also the coal mines to supply fuel for the new plant. The plant is located on both the lines of the L. S. & M. S. R. R. and on the Pennsylvania, thus giving adequate shipping facilities.

This company also operates, at the present time, in Franklin, Pa., a large plant running exclusively on the manufacture of asbestos supplies of all natures and has won an unusual reputation for itself from the manufacture of its asbestos lumber smoke jacks. These jacks are fireproof and light in construction and are very durable.

Aside from operating the asbestos mill and the new magnesia plant, the Franklin Manufacturing Co. also operates one of the largest plants in this part of the country, running on cotton and wool waste of all descriptions as well as the "Perfection" journal box packing which is well known, as many of the railways are using it throughout the country.

WHERE COMPANY MANUFACTURES ASBESTOS AND WASTE.



EVOLUTION OF THE LOCOMOTIVE, AS SHOWN ON THE ERIE.

ERIE ENGINES OLD AND NEW.

Connected with the Erie Railroad Shops at Galion, Ohio, is a curiosity, in the shape of an old engine, that does duty as a driller.

Her number is 34, and she is a type that was considered something great about 30 years ago. This little engine, having outlived her usefulness in hauling trains about the yard, was taken to the shop and used to haul things that do not require any great amount of power.

The object in presenting a picture of engine 34, together with engine 3024, side by side, is to show our readers the difference between a real old-timer and the largest type freight engine now used by the Erie. There is much in the comparison to think about, as reflecting the change in motive power on one of the great modern railroad systems of this country, which change fitly illustrates the evolution that has taken place in all departments of the service.

A description of one of the large Class N-1 Mikado engines, No. 3001, which is the same as 3024, appeared in the February, 1912, issue of this Magazine, but is reprinted so as to enable anyone that so desires, to compare the two, although the Motive Power Department was able to furnish but a very modest description of engine 34, because the records do not contain all the details.

Following are the details of the N-1 Mikados:

Gauge, 4 ft. 8½ in.; cylinders, 28 in. by 32 in.; valves, balanced piston.

Boiler, type, straight; material, steel; diameter, 84 in.; thickness of sheets, 15/16 in.; working pressure, 170 lbs.; fuel, coal; staying, radial.

Fire-box material, steel; length, 120 in.; width, 84 in.; depth, front, 88½ in.; depth, back, 72¾ in.; thickness of sheets, sides, ⅜ in.; thickness of sheets, back, ⅜ in; thickness. of sheets, crown, ⅜ in.; thickness of sheets, tube, ⅝ in.

Water space, front, 6 in.; sides, 6 in.; back, 6 in.

Tubes, diameter, 5½ in. and 2¼ in.; material, 5½-in. steel; material, 2¼-in iron; thickness, 5½ in., No. 9 W. G.; thickness, 2¼ in., o. 125 in.; number, 5½ in., 36; 2¼ in., 232; length, 21 ft. 0 in

Heating surface, fire box, 188 sq. ft.; tubes, 3,936 sq. ft.; fire brick tubes, 31 sq. ft.; total, 14,155 sq. ft.; grate area, 70 sq. ft.

Driving wheels, diameter, outside, 63 in.; diameter, center, 56 in.; journals, 11 in. by 14 in.

Engine truck wheels, diameter, front, 33½ in.; journals, 6 in. by 12 in.; diameter, back, 42 in.; journals, 8 in. by 14 in.

Wheel base, driving, 16 ft. 6 in.; rigid, 16 ft. 6 in.; total engine, 35 ft. 0 in.; total engine and tender, 66 ft. 10½ in.

Weight, on driving wheels, 236,950 lbs.; on truck, front, 30,200 lbs.; on truck, back, 54,900 lbs.; total engine, 322,050 lbs.; total, engine and tender, about 485,000 lbs.

Tender wheels, number, 8; wheels, diameter 33 in.; journals, 6 in. by 11 in.; tank capacity, 9,000 gals.; fuel capacity, 16 tons; service, freight.

Engine equipped with Schmidt superheater. Superheating surface, 1,050 sq. ft.

This is the record of engine 34: Class B, odd; built, Brooks Loco. Works, 1882; cylinders, 16-in. dia. by 22-in. stroke; drivers, four; dia. of drivers, 50 in.; weight on drivers, 51,000 lbs.; total weight engine, loaded, 59,000 lbs.; total tractive power, 9,011 lbs.; boiler pressure, 100 lbs.; No. of flues, 122; dia. of flues, 2 in.;

length of flues, 10 ft. 10 in.; heating surface of fire box, 73 sq. ft.; heating surface of flues, 717 sq. ft.; heating surface, total, 790 sq. ft.; grate area, 10.08 sq. ft.

Thanks are extended Master Mechanic Depue for the photograph of the two engines, from which our picture was made. He saw the opportunity for an interesting story, and had the two engines placed side by side for the photographer.

It will be noted that number 34 is about the length of the tender of 3024, which would make the latter, with tank, three times the length of the former.

WHERE REAL LOVE ABIDES.

There is more music in a mocking bird's throat than in all the ravens that ever blackened the sky; there is more laughter and song in the humblest cottage, where the roses bloom by the door and love abides within, than in the palaces of this world where love is not. The sweetest song birds do not sing above the clouds, nor do they build their nests among the crags. I would rather be a dove in the world of dreams and fly close to the meadow and stream than to be a vulture among the Alps, preying upon the helpless and the innocent.

What's the use of fretting and frowning under the tree of knowledge if your pole is too short to knock the highest persimmon? What's the use of pecking and clawing at the Temple of Fame because you cannot roost on its dome? What's the use of cursing the fish of Fortune because you can't get a bite?

You are fishing in deep water and your line is too short. Move down to the shoals among the chubs and suckers, where you belong, and enjoy yourself or steal away to some smaller stream. Remember that speckled trout do not swim in the mighty river, but glint and glance in the crystal pools of the mountain brook under the laurel bloom.

DON'T ROOST TOO HIGH.

The birds of the world held a convention once to see which could fly the highest. The blackbird was there, and the bluebird and the woodpecker, and all feathered creation was assembled to settle the question as to who should be king of the air.

The word was given, and the swarms of birds began to circle upward.

But the eagle cut a broader circle than all the rest, and up and up and up he soared, until at last he stood trembling on poised wings in midair and gave a scream of triumph, far above the highest bird of them all.

But he heard a chirp above him and looked around, and—lo!—a tomtit had nestled under the feathers on his back and was chirping out:

"I am higher than you are," Mr. Earle; I am king of the air!"

The old eagle reached around with his beak and dropped him to earth. And from that day to this the tomtit has never roosted higher than the top rail of a fence.

Young man, if the Lord had made you a tomtit, be contented with your worm among the cedar berries and apple blossoms, and don't try to soar with the eagles; if you are a woodcock, roost low and keep your eye on the hawk; if you are a bat, take to your hole when the owls are in the air; if you are a robin, sing in your own cherry tree.

THE BEST WAY TO SLEEP.

As practically everyone is more or less addicted to the habit of sleeping, the question of the best and most healthful attitude during the slumber is of general importance. There is an ancient and widespread idea that to sleep on the left side interferes with the heart action and is consequently injurious, and that to seleep on the back develops the inclination to snore. Modern authorities are not at all agreed in the matter, however, one of the greatest heart specialist declaring that it is quite immaterial whether a person sleeps on the right or left side, while another equally famous doctor asserts emphatically that one should always lie on the right side if heart trouble and indigestion is to be avoided.

Eliminating the question of snoring—a habit quite possible to break one's self of—there is little doubt that the most restful position, when once a person has become accustomed to it, is flat upon the back, using no pillow and with the arms above the head. This straightens drooping shoulders and gives the lungs full play. However, this is a matter in which one may do as one pleases, and have good authority therefor, as a very distinguished French physician has dismissed the subject by saying that the best position for sleeping is that which a person finds most comfortable.

THERE IS NOTHING MORE DISASTROUS ON A RAILROAD THAN A LAY-DOWN.

HERE is what happened not very long ago. A freight train stopped at a block station, where there was no siding, to fix a hot box.

This train had two freight trains blocked at block stations behind them. After fixing the hot box, they proceeded, pulling in on first siding to clear overdue passenger trains. The freight trains which were blocked behind them, were allowed to follow. The first train could not get in on the siding on account of the train which had been delayed pulling in and blocking it, so they were compelled to go to the next siding ahead.

The second train had to cross over on the opposite track, in order to get out of the way.

Two passenger trains were delayed from 20 to 40 minutes, chargeable to freight trains ahead.

There was no reason why these passenger trains should have been delayed at all, if all concerned had taken a hold of the situation and handled it as it should have been.

In the first place, trains with hot boxes should not have passed sidings when they knew the box was running hot. If it was in such a condition that it was not safe to run, it did not get this way running from a siding to a block station, only three miles apart and mostly up-grade.

The Engineer, fireman, conductor and brakeman, should have observed this box running hot, stopped the train at a station where there was a siding, either throw the car out, or pulled in and let the other train proceed.

After the congestion was in sight the trainmen should have gone to the telegraph office and notified the train despatcher of the position of their trains, also that there was a blockade in sight for overdue passenger trains.

The despatcher should also have sent out for the trainmen and have them explain to him the situation, so he could have directed the movements in such a way as to avoid delaying passenger trains.

The writer knows that if the movement of all trains were watched more closely by Train Despatchers and Train Crews, many delays would not occur.

We should recollect, that when trains are on their way and not moving, they are in distress.

It behooves everyone interested in the operation to keep his "eye on the gun."

WORLD'S GREATEST PORT.

New York has left all other cities far behind in its phenomenal growth, says Engineering News. Today its commerce exceeds that of any other port in the world, including its great rivals, London and Hamburg.

The measure of the commerce of a port is the total volume of tonnage of the vessels entering and clearing. The total tonnage entered and cleared at London during 1910 was in round numbers 20,230,000 tons; at Hamburg 22,300,000 tons; at New York City 25,600,000 tons. The corresponding figures for New York City for the year 1901 were approximately 16,300,000 tons. Therefore the average increase in tonnage during the past ten years was 1,000,000 per annum.

The value of imports through New York harbor during the year 1910 approximated $936,000,000; exports, $652,000,000, a total of $1,588,000,000, giving the Federal Government a revenue of approximately $200,000,000.

SOURCE OF RAILWAY TIES.

Statistics prepared by the forestry service of the United States show that of the 125,000,000 crossties bought by the railways last year, almost 80 per cent were hewed ties. The sawed tie, while occasionally produced by mills built particularly for this purpose, is more generally a by-product of general lumber operations.

The best board cuts are taken from the side of the logs, and the heart is boxed into ties and cut off to standard lengths. Small logs are also cut into ties when the value of the lumber they would make is not more than that of the ties the same stick would produce.

The greatest tie-producing section in the United States is that portion of the country extending from Virginia to Missouri and Arkansas south from the Ohio River to the Gulf of Mexico. In addition to sawmills, logging and tie operations in this section, there are thousands of farmers producing millions of crossties annually.

BRAKEMAN'S CARELESSNESS NEARLY CAUSES INJURY TO PERSONS.

ON a recent date a yard engine working in one of the industries had occasion to dispose of three cars of coal. There were five other cars of coal standing on the coal trestle; then some vacant space, and beyond three other cars, under which some men were working. The three cars of coal the crew were trying to dispose of, were coupled on to the five cars that were standing on the coal track.

A brakeman of nearly two years experience was sent to look after things at the rear of the cars, and he gave a signal that the rear cars could be backed up two car lengths.

The train backed up not more than a car length and struck the other cars, moving them back ten or twelve feet and nearly injuring the men working about the cars.

This could have been prevented by the brakeman giving the proper information, as he knew how much room there was, or by refusing to let the cars be shoved back until he ascertained whether or not it was safe to move them.

ERIE ENGINES AND SMOKE.

The following communication was written by Mr. Angus Sinclair, and sent in without solicitation from anyone.

It may be stated that Mr. Sinclair, who is head of the Angus Sinclair Co., publishers of "Railway and Locomotive Engineering," is a high authority on locomotive firing, having written and published books on the subject, that are recognized as standard works.

Before entering the technical field as a publisher, he spent years as Editor of railroad trade journals, and is known for his knowledge of the industry. Earlier in life Mr. Sinclair was a locomotive fireman and engineer, so that what he writes about the Erie engines and their freedom from smoke emission, as compared with other railroads, carries great weight, and should be read with pride by every engineer and fireman on the Erie Railroad.

New York, July 30, 1912.

Mr. J. H. Maddy, Special Rep'tative,
Erie Railroad,
50 Church St., City.

Dear Mr. Maddy:

It has occured to me that you might enjoy reading extracts from my "notes of travel" so far as thev relate to the Erie Railroad. Between attending meetings of railroad associations, railroad clubs, and working on my own business I find that since the beginning of the year I have been traveling about 6,000 miles a month.

That has given me ample opportunities for noting the characteristics of different railroads, and comparing them with the habits of the Erie. Well, the first thing conspicious is the volume of smoke emitted by the locomotives, and in this respect I assert in the most positive manner, that there is less smoke caused by Erie locomotives, than there is from the engines from any other company.

I was able to make comparison in a great many places where locomotives belonging to different railroads could be seen from a prominent position, or could be seen paralleling the Erie. Business took me frequently into a high building where many of the railroads, south of Chicago, were within view, and the Erie engines were conspicious for the absence of smoke.

While riding on Erie trains, I paid close attention to the demeanour of trainmen, and their civility and kindly attitude toward passengers was remarkable. Several times I was in trains that stopped between stations, and in such case the flagman actually ran back far enough to protect the train. The inside of the cars were clean, and even the smokers were free from the odors and fiflh,, so often detected in cars used by unclean people.

(Signed) Angus Sinclair.

COFFEE AND FATIGUE.

The question is often asked, What will relieve fatigue more quickly than anything else? Clerks in stores and men generally, as well as women shoppers, become at times very tired. Fortunately the British army has thrashed the question out and tried every kind of decoction that could be thought of, and we may profit by its experience. It awards the palm to coffee and declares it has neither superior nor equal for this purpose.—Indianapolis News.

ERIE WOMEN TELEGRAPHERS.

The "Cleveland Press" in a recent issue, had this to sav concerning the young women who do the telegraphing and attend the block signals at many of the stations on the Lines West.

"The Erie station at Aurora, O., differs from other stations in one particular. It stands off by itself, isolated from the rest of the neighborhood.

"And yet a young girl, only five feet tall, stays alone in the station every night and manages the telegraph and block systems.

"Her name is Bessie Hickox. Her nearest neighbor at nights is another girl operator at Mantua. The engineers, firemen and brakemen on the dozen trains that go through Aurora are pleasant, but considering the fact no train passes the station at a clip less than 20 miles an hour, hardly companionable.

"In addition to Miss Hickox at Aurora and Emma Fugman at Mantua, the Erie has night girl operators at Garrettsville, Randall and E. 55th St. Here are their names: Ethel Wilson, Randall; Ida Felscher, Garrettsville, and Angela M. Clifford, E. 55th St.

"I did the night shift at Aurora for a short time last winter,' says Miss Clifford, who lives at 8016 Linwood Ave. 'Was I scared? Oh, no! We couldn't do the work if we got scared. I didn't like it down there, though. It is too quiet at night. I felt as though I were alone in the middle of the desert.'"

Many a man has lost his health making money in order to enable him to go abroad and regain it.

We know Spring is here when old Jack Frost chucks his job as advance agent for old King Coal.

From Correspondents Along the Line

NEW YORK DIVISION.

The Don't Worry Club boys are still on the job. They expect to hold their 5th Annual Picnic at Grand View Park, Ogden Ave. and Franklin St., Jersey City, on the evening of August 15th.

Chairman of Arrangements C. C. Winfield and the committee, ably assisted by Vice-pres. H. E. Young, are working hard for the success of this affair and promise to make this one of the most enjoyable picnics ever held by the club. President F. W. Swan extends to all R. R. employes and their friends a most cordial invitation to attend. The Don't Worry Club was organized a few years ago and since has been very prosperous, and beneficial in a great many ways to its members of which it has over 500 now enrolled.

The Club is connected with the Erie R. R. only and its employes are welcome to join at any time by filling out an application blank and sending same to any of the following officers: F. W. Swan, Pres., H. E. Young, Vice-pres., F. A. Waldron, Treas., F. W. Atherton, Fin. Sec. The committee in charge of the picnic is composed of C. C. Winfield, Chairman, J. J. Snyder, O. Ranger, J. Van Orden, C. Hackmyer and J. Kearnes.

Any items concerning the New York Div. and Branches, of which employes are desirous of having published in this magazine, or a few facts which would be of interest to employes, may be sent to John N. Thorp, Inspector, Jersey City, Correspondent for the N. Y. Div and Branches.

It gives us great pleasure to announce that John H. Jerome, Signal Maintainer, who covers the Main Line between Goshen and Otisville, and also part of the Erie & Jersey R. R., did not have one signal failure for the month of June. Needless to say we are proud of "Johnny" and his work.

The boys of the Sup'ts office are wondering why Harrison Morton Hummer, Esq. hasn't been going to Washington, N. J., lately. The reason is this: "Porky" as he is familiarly known, is, or rather was, until lately, a star center fielder and during a game between the Washington Stars and the Holyoke Soreheads, he dropped a fly at a critical moment, losing the game for the Washington Stars.

It gives us much pleasure to announce that Mr. Harvey Harter has been appointed night Station Master, which positon was formerly held by T. M. DeVere. Mr. Harter entered the Erie employ as a brakeman in Nov. 1906, in Feb. 1908, was transferred to yard brakeman and in July of the same year was promoted to Ass't Yard Master, Jersey City. On Sept. 9th, 1909, he was appointed Night

General Yard Master which position he held until his appointment as night Station Master. His many friends wish him every success in his new position.

On July 16th Sup't R. S. Parsons ordered a trial test made with the hospital car which is always kept in readiness in case of necessity. It may be realized that all concerned were "Right on the job" for it was only four minutes after Chief Despatcher Kelley rung the bell ordering the car out, that an engine was coupled on and the train departed from the train shed on its way to Suffern. which was made in the fast time of thirty-three minutes. It is very evident that Mr. Nolan, Passenger Train Master, who was in charge of the proceedings, and Mr. Kelley have their forces well organized in making such a success of a thing of this kind. It is needless to say that the whole affair caused a great deal of excitement about the terminal inasmuch as it was thought that there had been a wreck on the road.

T. M. DeVere, formerly night Station Master at Jersey City, has been promoted Special Agent to General Sup't A. J. Stone.

Mr. DeVere is very well-known in R. R. circles, having been Chief Clerk to Sup't Elston, and station Master at Goshen, N. Y. He carries with him the good wishes of his fellow employes.

Conductor J. H. Gordon, formerly running on the Main Line, between Jersey City and Port Jervis, has changed to the Middletown & Crawford Branch running between Middletown and Pine Bush.

Harry J. Breen, one of our well-known Collectors has been appointed paymaster. vice B. T. Griffith, who resigned to accept other duties.

It was with great regret that we learned of the departure of J. C. Phillips from our midst. George, was at one time Supervisor's Clerk on the N. Y. S. & W. R. R., and, after a short time promoted to track foreman. He was also connected with Sup't Parsons' office since July, 1910, as time-keeper. He has accepted a position as accountant on the Susquehanna Div. under Mr. W. J. English.

Stewart Taylor, who for some time past has been about Jersey City as Auditor, is now at Stroudsburg, Pa., for a short time.

Miss Florence Isabel Houghton, who for several years has been connected with the Supt's office in the capacity of Chief File Clerk, is now enjoying her vacation at Castle Edward, Lake Hopatcong.

Frederick George Landseadel, formerly of Buffalo, is back in our midst, after having spent four years in the Marine Corps of the U. S. Army. Fred was employed as clerk in Buffalo prior to joining the Marine Corps and after having spent four years travelling through the Country, decided to return to the Erie. He now holds the position of Clerk to H. R. Comfort, Master Carpenter.

We are much pleased to learn that O. C. Dolson, Chief Time-keeper, is rapidly improving in health and the boys are looking forward to the time when he will again be able to return to his desk in the Sup'ts office.

Mr. W. J. English, Sup't of the Susquehanna Div., was a very welcome visitor to this Div. a short time ago.

DINING CAR DEPARTMENT.

John L. Reynolds has been promoted to position as Chief Clerk, Dining Car Dept., vice Mr. I. A. Canning promoted to Supt. Dining Cars. Mr. Reynolds entered service of Erie R. R. Co. July 23rd, 1906, as Accountant of Dining Car Dept. having spent several years in service of P. R. R. Co. prior to that time.

Frank R. Wainwright, has been employed as Accountant of Dining Car Dept. in place of John L. Reynolds, promoted to Chief Clerk.

Steward Frank Muller on Jersey City-Chicago line, prides himself on being able to speak fluently five different languages.

Wallace Whitney, Linenman, says Steward Muller has nothing on him in speaking so many languages as he, himself can speak two. "English and Paterson." Wonder what Paterson language is?

Won't somebody please stop our Roy Smith, Relief Steward from going to Smith's Mills so frequently. Since "Pop" has bought that auto we fear for our Roy's safety.

Shelby R. Dawson, Porter-Trainman on Jersey City-Buffalo Line, is rapidly recovering from his recent operation for appendicitis.

Charles Thomas, Porter-Trainman, has grown several inches larger since the Stork left "Charles Jr." at his home. Is that why you got that new uniform Charlie?

James M. Mahone has been em-

ployed as Private Car Cook and Porter.

Can anyone tell us why our Rennie Q. either sings or whistles "Lord have mercy on a married man?

DELAWARE DIVISION.

M. J. Clifford, Dispatcher in "GH" office Susquehanna, spent several days in Hawley , Pa., E. D. Van Akin holding down Mike's trick.

Miss Irene Wagner, Telephone Operator in "GH" office, is spending her vacation in Carbondale, Pa.

Mr. E. F. Hoffman, clerk in Superintendent Baldwin's office and a well-known character around Susquehanna, took part in a near shipwreck July 26th, when a motor boat in which he was riding caught fire forcing Mr. Hoffman and friends to take to the water. After making a courageous rescue of his coat, which had started on a voyage down stream, Elmer proceeded to overturn the boat, thereby extinguishing the blaze.

On July 1st John Hogan of the Signal and Interlocking Department, was appointed Signal Maintainer at Hancock, vice Wm. G. Stamm.

BRADFORD LIGHTS.

Motor Car 4002 which has been equipped with automatic air brakes at Hornell Shops and re-upholstered and painted at Buffalo Shops, is again in operation.

Yard Conductor Burt Osborne, with his wife and son, are taking a trip to Kansas City. Cards received from them indicate that thev are having a pleasant time.

Tom Donlan, Conductor from Brockwayville, was here this month renewing acquaintances.

The track between Bradford and Limestone is being ballasted with gravel. Work is also being done on the track south of Bradford. When this work is completed, Bradford Division will be in first class condition for the heavy traffic of the fall and winter.

The carpenters are busy putting in new piers in the bridge between Tuna and East Bradford.

PORT JERVIS SHOPS.

Apprentice Instructor Mr. R. W. Rogers, is sojourning along the sea shore at Cape Cod.

Gen'l Foreman, J. H. Winfield, was a visitor in Hornell last week and reports having had a royal reception. He was much pleased with the methods and appliances in use at Hornell Shop. Jack savs Hornell is "Some Town."

Rod Shop Foreman, John Clay of Dunmore, was in Port Jervis recently shaking hands with some of his old time friends.

Chester W. Dow, Ass't to Gen'l Foreman at Port Jervis, has left for Phoenix, Ariz., for a few weeks for the benefit of his health. His friends hope to see him back on his job in a short time with renewed vigor.

N. Whittaker, Inspector for the Conservation Commission, State of New York, was at Port Jervis recently in connection with his duties. Mr. Whittaker is an old Erie man.

Roundhouse Foreman, Frank Hadrick, is tied up sick at his home, much to the regret of all concerned. Frank is a sticker and this is the first time in the writer's recollection that he has been off sick in years.

Roundhouse Foreman, Herman Kobbe wears a broad smile these days. The occasion was the arrival of a Grandson, Herman, Jr.

Machinist Kesk of the machine shop. we understood, is soon to become a benedict. We wish him good luck.

A certain traveling man was recently overheard to remark that an "Erie" man never knew what "On Time" meant. This remark was brought about when he was informed that train No. 44 was 10 minutes late at Narrowsburgh, July 23rd, 1912. He said he had traveled extensively over all the leading railroads and the "Erie" was always late. He also remarked that he had gone from New York to Buffalo over the Erie on its train No. 1 which left New York at 9 a.m. and got into Buffalo at 10:45 p.m. and asked how this compared with the Empire State Express and other fast trains. The above only goes to illustrate how much he knew about traveling. He had taken the trip, he said, a thousand times on No. 1 from New York to Buffalo, and still he didn't know that No. 1 leaves New York at 9:00 and arrives at Buffalo at 8:00 p.m. instead of 10:45, which goes to show the kind of men who have their hammer out, for the Erie. This man will probably know better in future, as he was informed of the time of departure and arrival of No. 1 by a loyal Erie man.

ROCHESTER DIVISION.

Fireman A. L. Van Aurburg of Avon, N. Y.. has secured a position as engineer on the Kanona and Pratts-

burg R. R., and with his family has moved to Prattsburg.

The family of P. J. Hannifin, Road Foreman of engines, is spending several weeks at Graywood, Conesus Lake.

Fireman Walter Reed and wife of Avon, N. Y., have been blessed with the recent arrival of twins at their home.

The station buildings at Avon, N. Y., look like "ox-eye" daisies with their new coat of yellow paint, with brown trimmings.

Division Clerk B. F. Salley and family, are occupying their cottage at Graywood, Coneus Lake.

The walls of the Rochester passenger station are being re-decorated and wood-work re-painted which is a vast improvement.

Miss Emily J. Jones, youngest daughter of station agent Isaac Jones of West Henrietta, N. Y., was married on Wednesday, June 26th, at the home of her parents, to Mr. Lloyd A, Smith, of Ogden, N. Y. They left on the same date for a western trip.

W. C. Hayes, Superintendent of Locomotive Operation, of New York, and General Road Foreman of Engines, T. F. Hawley of Port Jervis, were recent guests of Master Mechanic V. C. Randolph of Avon, N. Y.

Conductor W. H. Archibald and Engineer E. G. Sackett, Jr. of Avon, N. Y., recently suffered slight injuries to one of their hands, while on duty, but not serious enough to detain them from their runs.

The work of mining gravel at the Avon Gravel Pit is now in full operation.

HORNELL SHOP NOTES.

Considerable excitement has been created in railroad circles, by the announcement that new ice houses are to be built at Hornell and the old ones torn down to make room for fast freight yard extension.

The many friends of Mrs. L. J. Malcolm, wife of Roundhouse Foreman, will be pleased to learn that she is improving as rapidly as can be expected. Mrs. Malcolm had the misfortune to fall and break her ankle while decorating the house in honor of "Old Home Week".

After noting the item in last month's issue of the magazine, we are glad to know that the Young Mechanical Engineer who is at present working in the drafting room at Meadville, has learned the location of the entrances and does not have to depend upon the fire-escape. Going up? Take the fire-escape.

The sudden death of our Coal Pocket Foreman, C. E. Burlingham, of heart disease, was very much regretted by all. "Gene's" sunny disposition made him a general favorite.

H. T. Gould, Chief Clerk to Mechanical Superintendent, Trumbull, was at Hornell Sunday. We hope Mr. Gould will be a frequent visitor.

The many friends of George Lockwood, who has been filling the position of Engine Dispatcher's Clerk, will be pleased to hear of his promotion to the position of Engine Dispatcher at Marion. There is no doubt of George's ability to "make good". We understand that the vacancy created by Mr. Lockwood's promotion, is to be filled by Thos. Travers.

It is reported, on good authority, that Watkins Glen has become the objective point to be visited by certain members of the office force—this to the detriment of Crystal Beach.

MEADVILLE SHOPS.

The Erie has purchased fifty-nine acres of land, between the present tracks and French Creek, for enlargement of the West Freight Yards, and for the storing of scrap from the Meadville and other shops within reach.

General Mechanical Sup't W. Schlafge and his assistants, held a several days conference with the heads of the mechanical department of the Erie, west of Salamanca.

Engine 2541, with all the modern appliances, Baker Valve Gear, Franklin Fire Doors, Super Heater and some original bric-a-brac, has been placed in active service the past week.

New foundations are now being placed under the west end of the Stores building.

Two swarms of bees alighted on the casting and pipe platforms, they were taken up by assistant general foreman L. E. White, one swarm was filched by a foreigner, the other swarm was hived by the Ass't Gen. Foreman. The bees being day workers, didn't relish being put on piece work and left for parts unknown. A brand new bee hive is now for sale.

Arthur Smith, machinist and P. Watson, operator, of the Erie, have formed a partnership and opened an up-to-date laundry in the city. They have our best wishes for the success of the ventures.

A. Forbes, assistant machine foreman entertained friends at his rooms. Frog legs were the piece de resistance. Woodsen Periman did the catering. Vocal and instrumental music helped to make the feast very enjoyable.

Andrew McKelvy, former gang foreman on the erecting side has finished his course of study of Chio practice at Davenport, Iowa, and has returned to his home here and opened an office.

C. R. Davem of the Erie Chemical department and for some time fuel inspector died after a short illness at the age of 22 years. Mr. Davem was a popular young man, with a useful and successful future before him. His death will be sincerely mourned. Much sympathy is extended to his bereaved parents, Patrick Davem foreman of Air-brake Run, and Mrs. Davem.

The young lady stenographer of the freight department and other friends, had an elegant fish fry at Oakwood Park, recently.

A. L. Forbes, assistant machine foreman, has devised an ice pick and it is rumored that a company is about forming for its manufacture and placing on the market.

Mr. J. C. Tucker, assistant to vice-president J. C. Stewart of the Erie and Mrs. Tucker, spent several days in Meadville, the guests of friends and relatives.

General foreman A. Sutherby and members of his family, spent the Fourth of July at Hornell, their former home.

William Hank, gang foreman, spent his vacation visiting Buffalo, New York City, Boston and Coney Island. He reported a bully good time.

Taking all things into consideration, the Meadville Fire boys did very well at Huntington.

MAHONING DIVISION.

Richard Condon, Yard Master in Lower Yard, Youngstown, Ohio, has laid off indefinitely, account of a general run-down in health, J. H. Clemens, Yard Master at East End of Brier Hill, is filling his place and W. N. Reno, Road Conductor, is filling in at Brier Hill.

Miss Ida Felcher, 2nd trick operator at Garrettsville, and Mr. H. B. Cutlipp, 3rd trick operator at Garrettsville, were married the fore part of July and went on an extensive trip through Maryland and West Virginia.

W. E. O'Brien, Engineer on the B. R. & P., out of Rochester, N. Y., and formerly fireman on the Mahoning Division, a number of years ago, was along the Division during the middle of July, calling on old friends. Mr. O'Brien has been laid up for several months account sickness, but seems to look as though he were on the road to health once more.

Twenty-nine carloads of bridge material have arrived at Leavittsburg, Ohio, to replace old bridge 48 over the Mahoning River, west of Leavittsburg.

Miss Angela Clifford, 3rd trick Operator at North Randall and Mr. J. H. Lineker, former Night Operator and Ticket Agent at Water Street Station, Cleveland, Ohio, but now employed by the Standard Oil Co. as Operator at Wakefield, O., were recently married at Windsor, Canada. They will make their home at Wakefield, O. Mrs. Lineker worked for several weeks at Randall, before they "let the cat out of the bag."

CLEVELAND SHOPS.

A happy-go-lucky set of men, with hearts as true as steel. The make-up of our Fire Brigade, which is journeying on to Huntington, Ind., to take part in the tournament, which takes place in that city today. The departure was made on train 20., Sunday, July 21st, with chief John Moore as their leader togged out in a brand new suit of kilts. John was admired by all and on their return we expect them to bring the cup of success back with them. The following boys were installed to represent Cleveland Shop. John Kukis, Storehouse man; R. Papeke, electrician helper; A. Richmond, watchman; F. Hunter, machinist; P. Sullivan, machinist helper; O. Corrigan, blacksmith; B. Dowling, blacksmith helper; P. Kukis, store houseman; R. Balner, machinist; R. Ryan, machinist and John Moore, paint-shop foreman, grand chief. We all wish them good luck on their journey.

Our very popular R. house foreman, Ed. Evans, was off a few days on account of sickness. Also our Gen'l Foreman, J. Good, who had a slight attack of rheumatism, which affected his whole system, but is now on a fair way for recovery. Chas. Fitzgerald, gang foreman, who takes so much interest in the running repairs of passenger equipment, spent

his well-earned vacation of two weeks in Memphis, Tenn., visiting relatives and friends.

Our back shop, roundhouse, machine shop, boiler house, paint and tank shop, have been treated to a new coat of whitewash; with the lower walls painted black it makes a very neat and tidy appearance and shows up more light to all departments.

Engineer Wilson and fireman Feil, are proud of a letter received from M. M. J. A. Boyden, commending them for the appearance of Red Spot Engine 92 last month.

Cleveland shop, under the jurisdiction of J. A. Boyden, M. M., has been experimenting with fuel oil and air to avoid smoke, with every prospect of successfully overcoming the smoke nuisance, which so many city and railroad officials are interested in.

On account of the death of Gus Klamp, storehouse checker, some time ago, we are pleased to know that Peter Kukis storehouse foreman at Cleveland, has been promoted to fill that important position. We congratulate H. S. Burr, G. S. K. for making this selection. He has, without a doubt, got the right man in the right place and we one and all, wish him God speed in his new position.

Jonhn Brodgen, storehouse man, house man, has been appointed to fill the position made vacant by the promotion of Kukis.

Tom Hart, foreman car department, is spending his vacation in Greater New York and Washington, D. C., and judged from the amount of post cards that has been received, he is having the time of his life. If is nip and tuck between E. M. Rennie and M. W. Fitzpatrick, who is getting the most of those welcome post cards.

Mr. Larsin, travelling auditor made us a very pleasent visit the first part of the month; checking up the shop payrolls. He combined business with pleasure, as all of our visitors do when visiting the great 6th place.

LITTLE KENT KICKS.

A quiet wedding took place July 15 when William Bushong and Florence Everett were united in marriage at the Methodist Parsonage, Ravenna. Mr. Bushong has long been a faithful employe of the Erie in the capacity of assistant storekeeper to Mr. Ackworth and Mrs. Bushong has had charge of the money order and savings deposit departments of the local post office, which office she creditably filled. They made a four day's honeymoon trip up the lakes and are now cosily located with the latter's parents. The Erie boys wish them a happy and prosperous journey through life and they have the best wishes of everybody.

Harry Willard had the misfortune of testing the strength of the Steel picket fence on Main Street bridge, when he accidently alighted from a suburban car. Harry in the earlier part of the evening, attended a colored camp meeting at Silver Lake and probably the hypnotic influence of the doings might have been partially responsible for the accident.

Joe Rosenbaum, son of Louis Rosenbaum, foreman of coach carpenter department, and now employed as piece-work checker and inspector for the W. & L. E. R. R., at Toledo, O., spent his ten days vacation visiting his parents here and friends in Zanesville. Joe has made good with the W. & L. E. and his services are greatly appreciated by his supervisors.

Among the old and faithful employes of the Erie, might be mentioned Andrew Seymour, who has been in constant service for 46 years with this company in different capacities of the train and shop service. He has been employed as galvanizer of trucks for years and a more careful and active employe cannot be found. On the side "Andy" is quite a weather forecaster and has the Government forecaster skinned by a mile, by his predictions. We wish him many years of active service and prosperity.

BUFFALO MACHINE SHOPS.

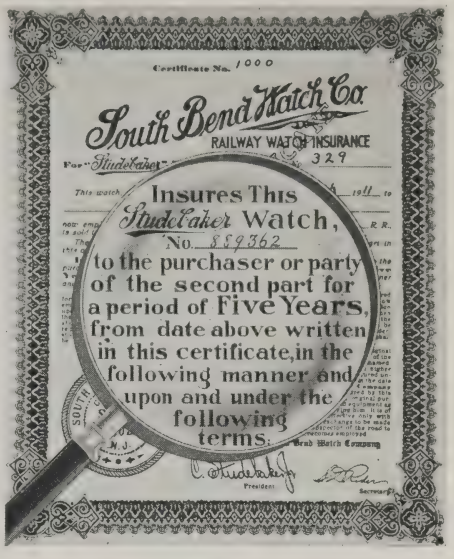
We have a young machinist and helper
at our shop,
We call them "Slim" and "Barney,"
And at music they're tip-top,
"Music furnished for all occasions,"
is their motto, so they say,
And on the cards they hand around,
It tells you what they play,
Slim plays the Clarionet,
Barney the piano,
Trombone, Banjo—Mandolin,
Flute and Piccalo,
Pretty fair at beating Drum,
Zither he'll make hum.
Hurdy, Gurdy, Graphaphone.
Well, I guess that's going some.
Now Slim he's not so musical.
As Barney you can see,
Because he lacks the talent,
Where it really ought to be,
"We all have faults you understand,"

To us, he sometime says,
But he has the musical habit
For this is what he plays.
Clarionet, Jews Harp, Tamborine,
Banjo, Slide Trombone, Violin and
Mandolin,
And plunks the Xylophone,
Snare drum, Chimes and Music-Box,
He'll put them on the Bum,
And on the harp he can't be beat
So I guess that's going some.
Now they've made an application,
For an Ex-am-in-ation,
As to qualification and how to play,
For we know that their ambition,
Is to get a good position,
As a leading Musician,
In this big world some day.
Now, we hope there's no bad feelings,
When you read these few short lines,
And thank the Editor who puts,
Them in with other Rhymes,
For you've always found them in
This Book and perhaps for years
to come,
So laugh it off and think yourself,
I guess that's going some.
P. S.—The above gotten up by request of Barney Nowak, leader of the Orchestra.

Our congenial store room attendant, Wm. T. (Scotty) Sinclair, has been staying at home evenings for the past few weeks. The boys were wondering why, and it now develops that he was practicing for a card party, held Tuesday evening July 16th, at a young lady friend's home. Scotty was fortunate enough to win a very handsome first prize. (According to Scotty's version, but we are inclined to believe it was the Booby prize.) Scotty nurses a tale of woe, that rivals the writings of "Old Sleuth." about this same night. Scotty left home early so as to reach his lady friend's home in time for a short visit before the other guests arrived. He got off the car at Monroe St. and started down the street, and after walking for a while (in a sort of a daze, we suppose) he suddenly awoke to the fact that the surroundings were rather strange, and after referring to his compass, found that he had proceeded in the wrong direction. Scotty turned around and retraced his steps, arriving at the house when the fun was well under way.

Among the guests was R. Brost, clerk at this shop. Both Mr. Brost and Scotty inform us that they spent a very delightful evening.

Engineer E. P. Gangnagle, is back in harness again. Ed had the misfortune to fall off his engine and injured



"The South Bend Studebaker Watch"

is insured to pass all railroad watch requirements *anywhere*, at *any time* for five years.

If it fails to pass because more rigid watch requirements than those of today are being enforced—

Or because of any defect in the mechanical construction of the watch due to factory defects—

Then we, the South Bend Watch Company, will give you in exchange for your old watch—

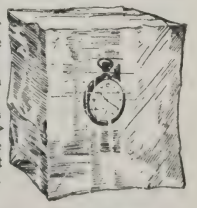
A New Watch Free

that will pass the new railroad watch requirements

The South Bend Studebaker Watch is the most accurately made watch today.

The fact that we dare insure it to pass future railroad watch requirements as well as those of today is positive proof that the South Bend Studebaker watch is built of the best material and in the most efficient manner that the most modern watch factory in the world knows how to build it.

This insurance certificate which you get with every South Bend Studebaker watch may save you the price of a new high grade watch.



Look up the South Bend jeweler in your neighborhood and learn more fully about it.

All jewelers do not sell the South Bend watch, but nearly all good jewelers do. Look for the jeweler with this trade-mark displayed——>
and you can rely on getting a square deal, or write us for your nearest South Bend jeweler's name and a copy of the insurance certificate.

South Bend Watch Company
South Bend, Indiana

his shoulder. He was laid up for some time.

An electric welding device is being installed at this shop and the work is now well under way.

William (Scotty) Sinclair, spent a day visiting his uncle at Crystal Beach, Buffalo's famous summer resort.

Undoubtedly you have all noticed the piece of poetry in regard to Louie's poultry farm, which appeared in the last issue of the magazine. Louie is now convinced that it pays to advertise. On the way home from work the other night George Axford

Make More Money

Employed workmen wanted as agents to sell VANCO, the Perfect Hand Soap and Household Cleanser to railway engineers, firemen, oilers, machinists, mechanics, section hands, repair men, or anybody who wants clean hands. Add $12.00 per week easily to your income. Send 10c. for full size can and particulars. Box 111, The J. T. ROBERTSON CO., Manchester, Conn.

Two Ways of Putting Your 50 Dollars to Work

(1) Deposited to-day in a savings bank plus 4% compound interest for 10 years yields you, principal and interest $74.00.

(2) Invested to-day in our course of instruction plus your energy and intelligence for 10 years should yield you

A Responsible Position
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WHICH IS THE BIGGER ASSET?

If you will write to-day for our *free* booklet "OPPORTUNITY VIA THE TRAFFIC ROUTE," we will show you how

YOU CAN QUALIFY

for promotion or positions in the Freight Traffic or General Freight Department of your Railroad or for

THE TRAFFIC DEPARTMENT

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National Traffic College

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Third National Bank

CAPITAL - - $200,000
SURPLUS (Earned) $1,000,000

SCRANTON, PA.

Designated Depositary of the United States.

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Second National Bank, Elmira, N. Y.

CAPITAL, $400,000 SURPLUS, $400,000

Three Per Cent. Interest Paid on Certificates of Deposit

Bradford National Bank

BRADFORD, PA.

Capital, ... $200,000
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3 Per Cent. Interest Paid on Certificates of Deposit

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CAPITAL, - - - $2,000,000
SURPLUS, - - - $4,000,000
TOTAL RESOURCES, $76,000,000

55 CEDAR STREET
BROADWAY AT 73d ST.
125th ST. AT EIGHTH AVE.

requested Louie to supply him with 5 dozen eggs every week and Louie replied, I am sorry George, but I got so many orders on hand that I cannot possibly fill your order. The fun of it is, that Louie has only 13 chickens and one rooster.

Congratulations Johnnie O'Neil—Thanks smoke up boys.

GALION SHOP ITEMS.

The shop men presented Hugh McFarquhar, machinist, with a handsome field glass recently, at the close of the working hours. Mr. McFarquhar is one of the oldest employes in the shop, and is a popular man with "The Boys". The presentation speech was very well made by George Wilson. He first presented Mr. McFarquhar with a box of cigars, then the field glass. Mr. McFrquhar was so overcome with surprise that at first he was unable to reply to the speech.

Mr. and Mrs. McFarquhar and daughter, Miss Nettie, of Davenport, Iowa, left Galion on July 4th, for New York, from which place they sailed on Saturday, July 6th, on the Anchor Liner Columbia for Glasgow, Scotland. They expect to visit their former home, this being the first time Mrs. McFarquhar has been back to her native country since she left there, as a girl of seven.

Galion was the scene of one of the largest Fourth of July celebrations that has ever been held in this city.

The Veteran Volunteer Fireman, some time ago, started on a small scale, to get a sufficient number of business men of the city, interested in an old fashioned firemen's Tournament, to be held on the Fourth of July.

The proposition met with much favor, at once, and the association met with members of the Free Fair Association, and after a great deal of work, arranged the following program:

Platoon of Police, Galion City Band, City and Organization Officials, Veteran Vounteer Firemen, Wives of Volunteer Firemen, Erie Fire Department, Visiting Fire Departments, Ladies' Band, of Chicago, Floats, Ambulances. Automobiles, Fantastics.

All bands accompanying visiting delegations were required to head their organizations in the parade, at 12:30, in the regular order.

Line of march: Formed on Church Street; Moved east on Church to Washington, south to Main, west to Public Square, south to Big Four, counter marched north to Walnut west to Boston, north to Main, west to Jefferson, counter marched east on Main to Public Square, north to bridge, counter marched to Public Square, east to City Building and disbanded.

The Ladies' Band gave a concert, at 2:30, on the square and received much applause. At three o'clock, the Erie Fire Team, and the City Volunteer Team, of Crestlime, Ohio, had a race. Erie Boys won.

After the hose race followed the foot race, which was also won by Erie Boys; Roy Marlow first and John Pensinger second. At 4:30 hand engine water throwing contest. At 7 o'clock concert by the Galion City Band on the Public Square, and by Ladies Band at Liberty and Main Streets. At 8:30 grand spectacular display of fireworks on the Public Square, which proved one of the most successful features of the day.

John Todd, Machine Foreman, and family spent their vacation in Hornell.

Herman Erfurt, of the Laboring Gang, is on the sick list.

William and Daniel Mosgrove spent several days in Hornell.

Our office force has been very busy working night and day on the annual inventory.

Our messenger, Fred Smith, is the proud possessor of a new bicycle.

CHICAGO TRAFFIC NOTES.

The Western Extension of the Western Maryland Railroad from Cumberland, Md. to Connellsville, Pa., which has been under construction for some time, is now practically completed. Traffic arrangements are now published and the announcement has been made that, effective August 1st, 1912, service will be inaugurated for the handling of freight traffic.

With the opening of this new line, a new Despatch Route is created, which on traffic originating on the Erie Railroad lines, Buffalo, Salamanca, N. Y. and west thereof, also its connections, will be known as the "Pittsburgh-Erie Despatch," operating via Youngstown, Ohio, or Ferrona, Pa., P. & L. E. R. R., Connellsville, Pa., W. M. R. R. and its connections.

This Despatch adds another to the Erie's routes to the Atlantic and intermediate points via which excellent service will be accorded the public, and it is hoped that the Erie Railroad representatives will avail themselves of the opportunity of increasing the tonnage and revenue of our system by securing traffic which we have heretofore not enjoyed.

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Manufacturers of METAL *and* FIBROUS PACKINGS *for* RAILROAD SERVICE

24 North Seventh Street
PHILADELPHIA, PA.

85% Magnesia Boiler Lagging.
Monarch Asbestos Pipe Covering.
Railroad Special Asbestos Train Pipe Covering.
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Cotton and Wool Waste, Perfection Packing.

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FRANKLIN, PA.

GALENA-SIGNAL OIL COMPANY
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Sole Manufacturers of the Celebrated
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QUALITY SERVICE GUARANTEED COST

ELECTRIC RAILWAY LUBRICATION A SPECIALTY
Galena Railway Safety Oil "B"

for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE, MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.
GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks,

Tests and correspondence solicited. **S. A. MEGEATH, President**

Makes Staybolt Inspection Easy
SECURITY SECTIONAL ARCH

American Arch Co., 30 Church St., New York, N. Y.

J. S. COFFIN, Chairman — CHAS. B. MOORE, Vice President
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FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - - - New York City

☞ These advertisements are FREE to all Erie Employes.

WANTED—Second-hand railway velocipede, motor or hand power. Give full particulars and price in first letter. Have for sale or exchange Yetman Transmitter-typewriter in first class condition. M. F. Baker, Opr., Lock Box 351, Andover, N. Y.

FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

EXCHANGE—Will exchange almost new wheel (been ridden about six times) for a good phonograph and records, etc. Address Mr. R. Stephenson, 713 Devon St., Arlington, N. J.

FOR SALE or exchange—No. 10 Buda Motor car. Good condition and fine running order. Engine in A-No. 1 condition, 2¾ H. P. Will exchange for motorcycle or any suitable exchange. If you are interested, write Route 2, Box 17, M. L. Hetzler, operator, Mansfield, Ohio.

FOR SALE or exchange—Corner lot, 70x 180, Cleveland, O. Cash or easy payments. Address, J. E. Bailey, 968A South Main St., Meadville, Pa.

DROP me a card and I will tell you how to buy a farm home by saving 25 cts. a day. Take possession when you make first payment. Three crops a year. The insurance features are worth asking about. Tom F. Smith, Lumber Inspector, 132 Crain Ave., Kent, Ohio.

FOR SALE—Set of books on Electrical Engineering and Dynamo Running; eight volumes from the International Correspondence School. A fine chance for a young man, who is electrically inclined. No reasonable offer refused. John P. F. Montague, 134 Lincoln St., Jersey City Heights, N. J.

FOR SALE—A first-class motor boat in A-1 condition, at a very reasonable offer; it has been in use for two seasons. For full particulars, address or apply, George Watson, 169 Edmund St., Paterson, N. J.

FOR SALE—On account of the recent death of my husband, Edward J. Moore, I offer my house and lot, beautifully located on Feronia Way, in Rutherford, N. J., for sale. House has eight large rooms and bath; also large-sized attic, all improvements, and is in good condition. Lot is 57 x 127. Coop and run for at least 50 chickens. This property is within three minutes of station, and trolley across the street. Must be seen to be appreciated. For particulars, call on or address, Mr. E. J. Moore, 21 Feronia Way, Rutherford, N. J.

FOR SALE—Eggs for hatching, S. C. W. Leghorns, full blooded stock; price $1.00 for 15. Wm. Miller, Dunmore, Pa.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE—Stevens visible-loading 22 rifle new condition, shot about 175 times, $6 with belt. L. W. Michel, Avon, N. Y.

EVERY railroad man is wearing one of the very funny "Daffydil" Pins. It's a hypodermic needle with a black figure bearing out the expression, "Quick Watson, the Needle." Become a member of the "Daffydil Club." Mailed upon receipt of 10c. Maurice A. Newfield, 557 W. 124th St., New York.

FOR SALE—Smith-Premier typewriter nearly new and in fine condition. A big bargain at $25. E. H. Van Patton, Avoca, N. Y.

FOR SALE—Six-room House, lot 75x112, city water, gas, steam heat, fruit trees, grape arbors; everything to make home life happy; only five minutes' walk to station, on N. J.-N. Y. Div. Address, D, Box 58, Westwood, N. J.

NATURE'S CURE—Nature's cure for constipation and rheumatism, it will do the work when other medicines fail. A 50c. box will last you several weeks. A. N. Haley, Agent, Ashland, Ohio.

PARTNER with $2000 wanted to buy half interest in my patent gauge cock. Same being tested on the Erie for over two years, Queens Crescent R. R. eight months, American La France Fire Engine Co. Communicate with J. W. Fuller, Bergen R. H.

FOR SALE—A few fine Wyandotte hens and pullets and cockerels this fall, cheap. Going out of business. E. M. Adams, operator, De Long, Ind.

TWELVE beautiful colored postals, everyone different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

WANTED—Gentlemen Roomers, central location, 216 Walnut St., between Water and Market Sts., Meadville, Pa.

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SCRANTON, PA.

CAPITAL - - - - $1,000,000.00
Surplus and Undivided Profits - $1,745,778.43
DEPOSITS - - - - $10,351,597.90

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YOUNGSTOWN, OHIO

OLDEST NATIONAL BANK IN OHIO

Capital and Surplus $2,600,000.00
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CAPITAL, - - $153,300
SURPLUS, - - $350,000

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UNITED STATES DEPOSITARY
ORGANIZED 1894

New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

Capital, - - - $100,000.00
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Deposits, - - - $1,300,000.00

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Railway Necessities, Vestibule Diaphragms, Inlaid Linoleum, Napier Matting, Special Rubber Goods, Car Furnishings, Copper Knobs

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The Le Valley Vitae Carbon Brush is particularly adapted for Mine Work, being proof against Mine Damp. This is why Vitae Brushes are specified by manufacturers of mining machines. Write for Catalog No. 5. Free samples on request.

LE VALLEY VITAE CARBON BRUSH CO., Tremont & Webster Aves. NEW YORK CITY

SPECIFY

EDISON Portland Cement on ALL the work ALL the time, as its fineness of grinding insures you a 10% margin of safety.

85% THRU 200 98% THRU 100

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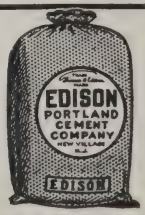

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HAYWARD BUCKETS

for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

The adaptability of Hayward Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this ad—Illustration No. A1405.

Write for Catalog showing the quickest and most economical method of handling bulk materials.

THE HAYWARD COMPANY
Manufacturers of Buckets and Digging Machinery
50 Church St., New York

G. S. BAXTER & CO.

17 WILLIAM STREET, NEW YORK

Telephone Connections JACKSONVILLE, FLA.

DIMENSION
BRIDGE TIES — CROSS ROAD RAIL TIES — SWITCH TIES
LUMBER

BUFFALO CAR WHEEL FDY. CO.

MANUFACTURER OF

Chilled Iron Car Wheels From the Best Grades of Charcoal Pig Iron

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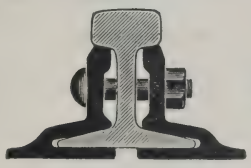

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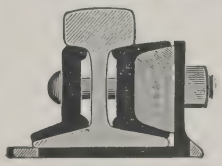
Over 50,000 miles in use



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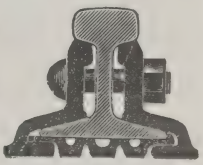
Rolled from Best Quality Steel



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It Locks Itself Upon the Bolt Threads on Account of Its Eccentric Threads, (See Cut)

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This cut shows an exaggerated curve in thread pinch.

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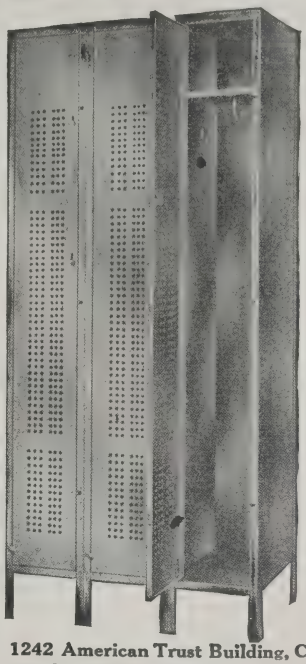

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Durand Steel Lockers

for their shops and round houses?

DURAND-STEEL LOCKER CO.

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165 BROADWAY
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Work of All Descriptions
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The Erie Stone Company,
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Repairs are not often needed, but all parts
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A BAKER Gear fits all engines

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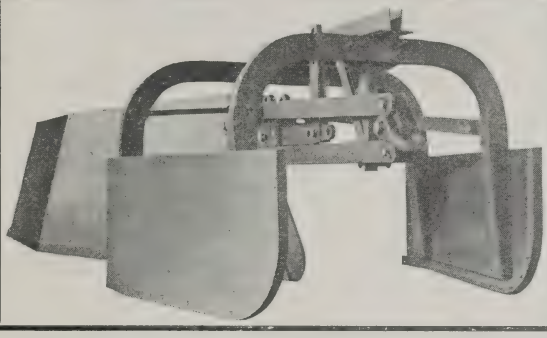

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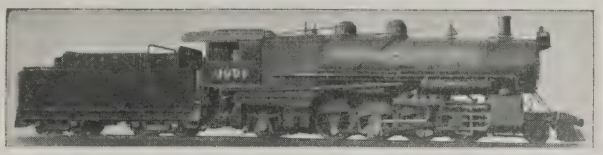

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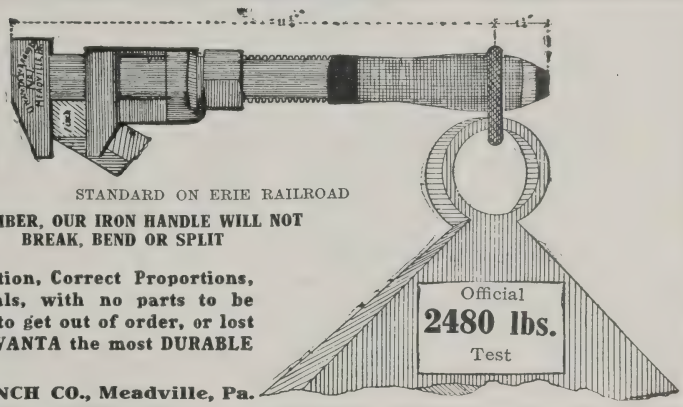

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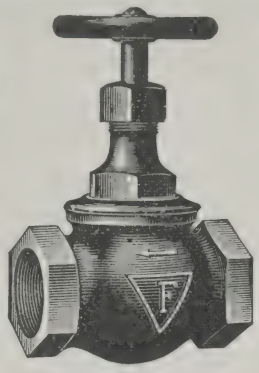

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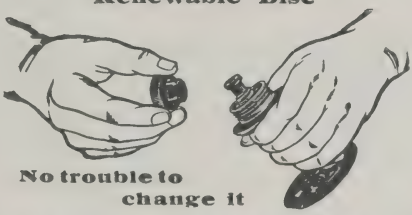

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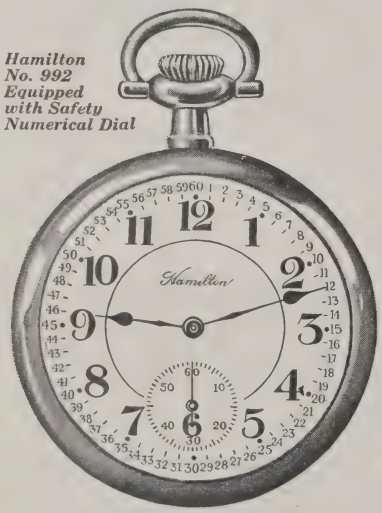

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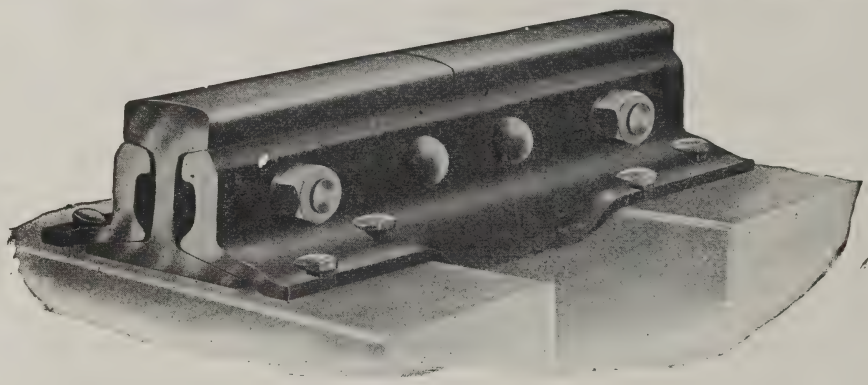

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Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 30 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

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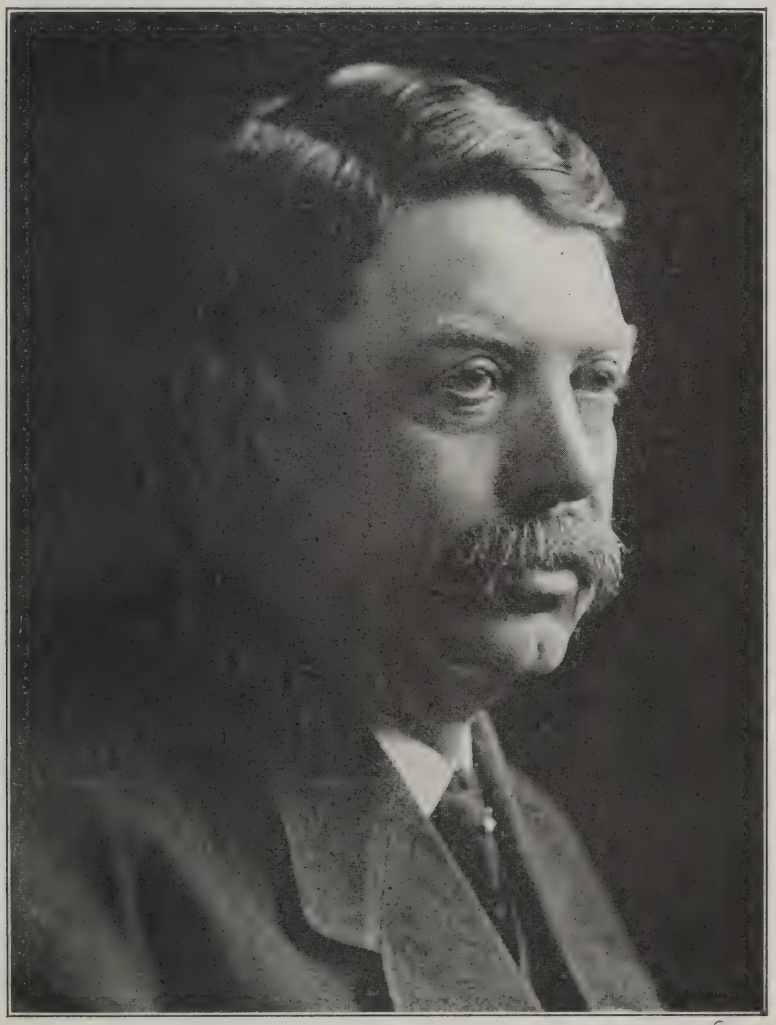


W. P. KIMBLE.

WILLIS PRENTICE KIMBLE.

W. P. Kimble, division engineer Cincinnati Division, whose picture is on preceding page, is the oldest division engineer in term of service on the Erie Railroad. He was born at Paris, Edgar County, Ill., April 6, 1858, and graduated from the University of Illinois, College of Engineering, class of 1879.

Entered railroad service in the engineering department of the Atchison, Topeka & Santa Fe Railroad at Las Vegas, New Mexico, in August 1879, and continued in the service of that company as rod-man, transit-man, level-man and topographical engineer until January 1881.

On that date he entered service with the Mexican Central Railroad on surveys from Juarez, Mexico, south, and remained with that company until August 1884. Was employed principally as locating and division engineer in charge of construction. While employed on the Mexican Central Railroad, ran the first line of railroad from the United States across the line into Mexico; also made the first map of Paso del Morte, (now Juarez) ever made. Juarez at that time was more than 300 years old.

From August 1884 to January 1, 1886, was engaged in municipal and county engineering at Paris, Ill. On January 1, 1886, re-entered the service of the Atchison, Topeka & Santa Fe Railroad on the Kansas City to Chicago extension, filling the positions of locating engineer and division engineer in charge of construction; afterwards division road master, Kansas City, East, and later general road master from Chicago to Kansas City and St. Joseph, Mo.

Entered the service of the New York, Lake Erie & Western Railroad (now Erie) in March 1894, as division road master and later was made division engineer of the Cincinnati Division of the Erie, and has been employed continuously in that capacity since that time.

When Mr. Kimble came to the Cincinnati Division there were no heavy rails, and but little ballast, no double track, and the bridges were all light. The track is now laid with 90-pound rail. well ballasted, practically double-tracked from Marion to Kent, and the light bridges have all been replaced with heavy steel structures.

Marion yard, round-house, ice-house, transfer-house and other improvements at that point, was a cornfield up to 1904, and has since become one of the important yards and terminals of the Erie Railroad. A number of other improvements along the line have been made under his supervision.

The Cincinnati Division is 200 miles in length, there being three supervisors and 46 section foremen in this territory.

CHANDLER AND "PETE."

Andrew Chandler, who's picture is presented herewith, is one of the Erie's old employes, having entered the service in 1867 as a carpenter. After serving a few years in that capacity he was promoted to Foreman, and so on up the ladder, until he became

THEY ARE LOYAL FRIENDS.

Master Carpenter of the Greenwood Lake Div., in which position he remained until seven years ago, when, on account of mature years, he was given a position of Crossing Watchman at East Orange.

It might be well to mention here, also, that the tower of which he has charge, is situated between two city blocks and after many days of hard work and at no little expense, Mr. Chandler has the entire right of way planted with all kinds of beautiful flowers.

Mr. Chandler is always ready to welcome a railroad man.

"HAVING EYES THAT SEE."

By Howard Elliott
General Manager's Office, Salt Lake Route.

I MOVE the adoption of the following resolutions:

That, WHEREAS, the railroads of the United States are now confronted with a serious shortage of net revenues, and

WHEREAS, the increased authority of National and State Railway Commissions, has narrowed the field through which economies may be practiced, until, virtually, the only flexible method left is by increasing the capacity of the individual employe, and

WHEREAS, the tendency against over-specialization is both logical and natural, and

WHEREAS, the "most important part of everything is the beginning," and that, while the specialist may be needed to apply the remedy, any average individual can see the disease,

Now, therefore, BE IT RESOLVED by each employe of every railroad in the United States, that he appoint himself a committee of one who, "having eyes that see," will observe what is going on about him, report improper conditions, make suggestions as to improving the service, and in every other way, consider the railroad business in the same way that he regards his private affairs, to the end that the roads may be saved from bankruptcy, the country better served, and the stockholders properly recompensed."

The Good Samaritan would have made a good railroad man. He had "eyes that see" and he used them. He saw a dangerous condition and he remedied it. If he had stopped to ask himself: "Is this a matter that comes within my department," he would probably have done just as the Priest and the Levite did before him, and passed by on the other side; the man who fell among thieves would have perished and the world might yet have been waiting for an abiding illustration of "who is my neighbor."

The Priest and the Levite are symbolic of the railroad man of the past, the man whose perspective of life is restricted to his "prescribed" duties. The Samaritan is typical of the railroad man of the future, the man who considers the railroad business in the same light that he regards his own, and who thinks it his duty to do anything which will produce dividends for the road, whether it lies strictly within the scope of his employment, or not.

Those of us who follow the trend of affairs in the railway field, cannot fail to notice certain well defined forces at work. For instance, there is the safety movement, which has for its purpose the reduction of accidents and the amounts paid out for personal injury claims. With "Safety First" as a slogan, safety committees have been organized, lectures delivered, moving pictures displayed, literature distributed, and other steps taken to create in the minds of officers and employes the necessity of "having eyes that see," and of using the utmost care and caution, primarily to avoid the suffering and hardship which inevitably follow in the wake of personal injuries, and secondarily to reduce the enormous amounts continually paid out in consequence thereof.

Closely akin to this movement is that designated as "stopping the freight claim leak." One road has appointed an Assistant General Manager who gives especial attention to this work. On that line the handling of O S & D reports and claims for loss and damage, have been transferred to the operating department. A salutary reduction whereby all the information necessary to settle a large portion of the claims is in possession of that department at the time the claim is received. Other roads have put on Transportation Inspectors whose initial purpose is to inquire into and report on conditions which cause claims, and to remove, so far as possible, those causes. Still other roads are treating the same question in different ways.

Then there is the saving habit. One road issued a short time ago a schedule showing in terms of ten miles the expense caused every time a postage stamp is wasted, or a broom or a lantern and other articles usually considered of minor importance. The figures were astounding. One road has adopted the watchword: "Save a nickel a day" another "save a penny a day", and other lines by other means are attempting to inculcate principles of economy in the minds of all.

A campaign of courtesy has also been started. There was published on one road recently a very excellent

circular to impress upon agents and others the fact that courtesy costs nothing, but yields large returns in the way of friends for the road. This circular was copied by other roads who instituted like campaigns. One road has, I understand, appointed an Inspector of Courtesy, who devotes his entire time to instructing employes how to be courteous and to have manners that please.

There are a number of other movements, such as the establishing of Employes' Magazine, as means of imparting information to the rank and file as to what is going on, attracting their attention to their own possibilities and developing a spirit of loyalty; the founding of Bureaus of Economics to compile data with which to contest unsound economic theories; the instituting of a policy of publicity regarding railway affairs which proceeds on the assumption that suppression of the facts is a wrong and is resented by the public; and the formation of traffic associations composed of both railroad men and shippers, whose object is to minimize their differences and magnify their common interest.

All of these movements were started with the object of developing and increasing efficiency, and the noteworthy fact about it is, that the instructions covering all of these matters urge employes to look about them and make suggestions whether it directly concerns their department or not.

But, there is one movement that stands head and shoulders above all the rest. Indeed, in a sense, it includes all the rest. Compared to the others, it is as substance to form. It is as much more important than the others, as the spirit of the law is of more consequence than the letter. I refer to the pronounced tendency against over-specialization and over-centralization of authority. The trend of the times nowadays is distinctly in the direction of de-centralization. Many roads are making the division the unit, instead of the department. A broadening of the vision of men follows as the night the day. There is no disputing the fact that this tendency exists, and is finding expression in one form or another every day on some railroad. The only point of argument is, whether or not it is a step in the right direction.

Now it is not my purpose to describe the unit system of organization. My friend, Major Hine of the Harriman Lines, has done that most admirably. As a pioneer he advocated some startling innovations which have aroused much discussion, but which are being rapidly adopted, once their real import is comprehended. When the safety committee idea, for instance, was first broached, a good many members of the old school referred to it as a huge joke. How different now! There is nothing so painful to the average mind as a new idea, yet even the "mossbacks" must admit that new conditions demand new methods of treatment, and who will deny that railroading nowadays is far different from what it used to be?

It has been but a few years since lower rates were accorded patrons who shipped in trainloads over those who shipped in carloads. No one thought of questioning the right. Only a short time has passed since railroad managers were the judges of who were entitled to ride free. Even young men in the business may remember when cars were held without demurrage as long as the shipper desired. It has been only within the last 5 years that railroads were stopped from protecting a rate quoted in error but in good faith. In 1907, the 16-hour law became effective, prior to which time, an appeal to the loyalty of men was sufficient to cause them to get their trains into terminals, even though they had met with extraordinary delays. Only within the last three years have we heard much about "full-crew bills." In short, the "law of supply and demand" so far as it relates to railroads, has been repealed in many of its essential features within the last decade. The situation has changed, and methods of organization and operation must likewise be changed to meet the new conditions.

The opposition to the theory that a man in one department may possibly have an idea that is valuable with regard to some other department is founded either in prejudice or ignorance. The prejudice is begotten of ignorance, but rapidly subsides under a flood of enlightment. I maintain that the theory of broadening men is entirely logical and practical, and that their efficiency is increased to the extent that their vision of departmental boundaries is dimmed. But disregarding the question of whether efficiency is promoted by interesting one's self in other departments, this, at least, is true, that

for every instance where the specialist is indispensable there are ten instances where any man of common sense will do, and that even if it is necessary to call on the specialist to apply the remedy, it doesn't always require his presence to discover the disease, and the discovery is of prime importance.

Let us take this case, to get down to "brass tacks." A travelling Freight Agent, walking along the track, discovers a broken rail. Knowing that he alone possesses the information, he says nothing about it to anyone, and an on-coming train plunges to its destruction. Now, reporting rail failures is not one of the "prescribed" duties of a Travelling Freight Agent, yet is there a man among us who would not say that the T. F. A. was guilty of criminal carelesseness and gross negligence? But, negligence is defined as "the inadvertent failure to perform a non-contractual duty," and if there was no duty, there was no negligence. If there was negligence—and we are agreed that there was—then there must have been a DUTY. It follows then, that there may be duties which are not "prescribed," and right there comes the "rub". I say it is a railroad man's duty to do anything which will further the interests of the railroad, and there is not nearly so much danger in encouraging this idea as there is in following the time-worn advice, "stick to your knitting?" If the Trav. Frt. Agt. had done that, when he found the defective rail, what would have been the result? Could he have justified his failure to report the defect on the ground that he was not a track man and could not replace the broken rail with a sound one? Does his inability to apply a remedy detract from the importance of discovering the disease? Does his act lose any of its value because it came from one whose principal business was not that of rail-mending? And could the Roadmaster take offense because the suggestion came from outside the department of Maintenance?

I say we need a change of heart, if we harbor such ideas. But, says one, do you mean that if a clerk in the Auditor's office discovers an intoxicated engineer on his run, that he should report it? I most assuredly do: Such a case may be fraught with graver danger than the broken rail case. And the fear of offending the engineer should no more deter him from doing his plain duty than a fellow feeling for the section foreman should prevent him from reporting the broken rail. Do you mean that a civil engineer should solicit business. Exactly, and some roads are now publishing the names of every one outside the Traffic Department who secures passengers or freight shipments. Yet solicitation is not one of the prescribed duties of a civil engineer. Do you mean that a claim agent who sees cars on a blind siding unnecessarily delayed should report it? Indeed I do, for maybe he's the only one that knows about it. His pay comes from the same source as the car accountant's. Why should he stand back on ceremony and decline to do things merely because he won't be censured if he doesn't? Do you mean to obliterate departmental lines entirely? Yes, if their maintenance demands that every one else keep hands off, and not be concerned with the success of the property, as a whole.

Another thing. No man lives who can place his finger on a single feature of railroad operation which does not concern more than one department. Sitting around a General Manager's desk today you will find besides the General Manager, the General Supt., the Supt. Motive power, and the Chief Engineer, discussing the advisability of purchasing some Mallet engines. Now, if there is any one feature of operation that suggests its own allocation, it is an engine. Every one instinctively connects it with the Mechanical Department. Why, then, is it necessary to go further than the Supt. of Motive Power for a recommendation as to the purchase of locomotives? Because, when you consider the increased tractive effort, you are looking at it from the standpoint of moving tonnage in larger train units, and this is something that directly concerns the General Superintendent and the Superintendent of Transportation. But, during the discussion it develops that, to employ this larger power will mean heavier rail, better ballest, stronger bridges. Does it not then become an engineering matter?

Mark you, out of these four officials, there is only one with the proper attitude. The head of the Motive Power Department looks at it only through mechanical eyes. The General Superintendent naturally disregards factors which cannot be ex-

pressed in terms of "ton-miles". The Chief Engineer pictures only the physical characteristics involved. Not only is there but one man with the right attitude—there is only one man who is really in position to say whether or not the purchase of an engine of this type is true economy. He is the General Manager. But the General Manager was not always General Manager. He come from the ranks. Can any one argue that the General Manager can highly specialize up to the hour of his appointment and then in an instant of time blossom out into a full-fledged executive officer with a "discussable" working knowledge of the other departments? Such a proposition is untenable. Then, at what point in the career of railroad men shall the broadening process commence? I say it should begin the moment he takes service with the railroad. He should be taught to "have eyes that see" not only his own particular activities, but those of other departments as well, in order that he may see his own work in its proper relation to the whole, and in order to fit himself for those positions where they speak of "our road" and not "my department". When we can grasp the force of this idea, at that psychological moment, departmental lines will vanish.

When the Titanic went to her watery grave a few months ago, to the world's amazement it was found that many of the seamen could not row. Seamanship had become such a highly specialized calling that it was thought unnecessary for employes of steamships to know how to handle a row boat. If those two railroad officials who lost their lives in that catastrophe could speak today, is there a particle of doubt in your mind and mine what they would say about the dangers of over-specializing?

I say that this tendency to destroy sectional lines is one of the most encouraging signs of our time. It promotes loyalty, it generates the "teamwork" spirit, it creates an esprit de corps, it enables employes to tell what is real economy, and if followed to its logical conclusion, it will produce dividends for which purpose and the serving of the public, railroads were established.

THE ERIE THEN AND NOW.

H. E. Reed, a freight conductor on the Mahoning Division is an Erie man with a propensity for preserving relics of the past.

One of the relics he has preserved is a newspaper clipping, or rather a clipping containing history from telegram files of 49 years ago. As referring to the Erie Railroad, one of the items reads as follows: "The new time table of the Cleveland and Mahoning Railroad has been issued. The old and tedious mail and freight train which consumed six hours between this city (Youngstown), and Cleveland, has been changed to an express and now reaches Cleveland in three hours and ten minutes. A train exclusively for freight has been added, with Homer T. Medbury as conductor."

Half a century has made such a great difference in the Cleveland & Mahoning Railroad, now the Erie's Mahoning Division, that a comparison could hardly be made. If conductor Homer T. Medbury could return to Earth and spend a day looking over the line that he served faithfully, he would be as much surprised as the man that bored for water and struck oil.

54 YEARS A STATION AGENT.

It seems a long time to hold the position of station agent 50 years, but the subject of this sketch, who is a good and loyal Erie man, has been a station agent for 54 years and 1 month.

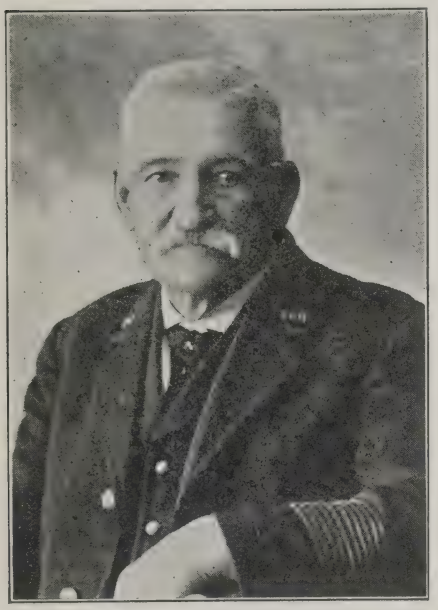
His name is Jasper B. Lewis, and his station is Alexander, New York, on the Attica Branch. Mr. Lewis was born on his Father's farm near the Erie depot, September 24th 1838. At the age of 20, or on August 1st, 1858, he entered the employ of A. D. Patchen as agent at Alexander. Mr. Patchen having just completed a connecting link to his two roads, one from Attica to Buffalo and the other Batavia to Corning.

The first ticket and freight office that Mr. Lewis had charge of, was located in the corner of a rail fence near the tracks, where he held forth until the present depot was erected in 1859. In the spring of 1861, Mr. Lewis asked permission to put in a telegrah apparatus on his own account, and same was granted. He installed one of Prof. Morse's paper machines, on which he learned telegraphy. In 1863 he had acquired the art of reading by sound, but did not discard the paper machine for two or three years afterward.

In connection with station work he opened a school for teaching telegraphy, and turned out a large number

of competent workers. Mr. Lewis states that he taught upwards of a hundred boys and girls, the majority of whom obtained good positions.

This veteran of the Erie service is as active today as a man of 50, and he attributes his fine physical condition to the fact that he always observed temperate habits in all things, and pinned his faith to steady work. Mr. Lewis believes that work is the best thing that a man can stick to as a



JASPER B. LEWIS.

means to a contented mind and healthy body, and he is so well satisfied that this is the proper course to pursue, that he says he does not intend to retire from the service of the Erie Railroad, as long as his health and mental faculties remain as good as they are now.

OF MUTUAL ASSISTANCE.

It is a sign of the times when people make inquiry concerning cities and towns located on the line of the Erie Railroad.

Both the freight and passenger departments are receiving queries of this kind, and we are advised that Mr. J. D. Brown, Assistant General Passenger Agent at Cleveland, occasionallly receives letters from various sources, asking about facilities for manufacturing and residence in Erie towns.

Mr. Brown thinks the newspapers could do good service in their cities and towns by keeping standing a notice stating facts about the locality, and in that connection he has written to an old friend who is an Editor, suggesting that such a course might be pursued in his paper with great good to both the town and paper.

Many of the larger places along the line of the Erie Railroad, through their Board of Trade, issue leaflets which give a full description of the town, its advantages for residence, manufacture, and, in fact, everything that may be of assistance to persons that may be looking for just such a place as theirs.

This sort of co-operation is what makes a place grow, and it is the wide-awake towns that are winning by it.

THIS "CAPS" THE CLIMAX.

An unexpected present to Mr. Clarence Chapman, assistant to General Traffic Manager Cooke, arrived a few days ago, and it is suspected they were sent by that good old hustler of Cleveland, Mr. J. D. Brown, assistant general passenger agent.

The package contained two caps, headgear being Mr. Brown's particular fad. One of these Mr. Chapman kept, and, knowing that three others needed a cap, he concluded to let them draw for them. Then it dawned on him that Mr. Gordon Craig, assistant general passenger agent, needed one most; this was because Mr. Craig had recently bought a new straw hat to carry him through the waning season and the leaders of fashion at headquarters convinced Mr. Craig that it was not becoming to his style of beauty. Feeling that he might not win in the drawing, never having been strong at games of chance, they handed him the cap.

In expressing appreciation of the gift, Mr. Craig wonders why the boys suspect who sent the caps. They don't know, positively, but D. L. Gray, the active assistant freight traffic manager, promptly lit on J. D. Brown, and the latter is still evasive.

Many a man's idea of practicing economy is to preach it to his wife.

The thick-skinned man is never impervious to the spur of the moment.

All men are born equal, especially twins.

CONCERNING CAUSES OF RAILROAD ACCIDENTS.

By George N. Orcutt, Esq. General Attorney, Erie Railroad Company.

AN unusually earnest effort is being made to minimize accidents. Statistics of the number of employes killed and injured and pictures illustrating how types of accidents occur are published; lectures are delivered to employes designed to reduce the number of accidents. The statistics, the pictures, the lectures, are all useful. It seems, however, to the writer that particular study should be made of the real producing cause of accident, and that, when the cause is clearly understood, a partial remedy, at least, may be found.

At an Erie station where an agent and yardmaster are employes were some hopper-bottom cars, with the hoppers open. It was the duty of the yardmaster (first), of the brakeman who coupled the cars (second), and of the conductor of the train to which they were coupled (third), to close the hoppers. The hoppers were not closed and a brakeman, who was not at fault in any way, in the night time, fell through the hopper of one of the cars when it was in motion. Why did each of the four men named omit to perform an obvious duty plainly required by the rules, observance of which was necessary to the safety of other employes?

In the last analysis, every accident is due to the negligence of some one. The possible exceptions to this statement are so few, that they may be disregarded. Negligence is failure to use due care; that is, the care which the particular circumstances require. An amount or degree of care which would suffice to one planting potatoes, would surely lead to accidents to one working in a railroad yard, or on a train. Railroad employes understand the dangerous character of the work in which they are engaged and the danger to which their acts subject their co-employes; they may not know the precise number of accidents, but they know that the number is very great; they appreciate the misfortune to an employe's family when death or personal injury occurs to its head; they are all brought into close contact with suffering caused by accident. Why then do they frequently, as in the instance above cited, utterly fail to use any care? Why will a car repairer deliberately go to work under a car on a cripple track without observing the blue-flag rules? Why will a division engineer locate a gatepost so near the track at a crossing (where there is nothing to prevent giving proper clearance), that the enginemen's skull will be cracked, if, in the performance of his duty, he puts his head out of the cab window? Why will a station agent, day after day, dodge a broken plank or hole in a walk or platform, knowing that a passenger may be injured thereby, instead of spending five minutes to fix it, or reporting the defect to some one whose duty it may be to fix it? Why bump cars or engine into a car standing on a loading track without looking to see whether anyone is working in the car? This particular act of negligence has cost many lives, caused much serious personal injury and the discharge of many employes. Why was the fireman in charge of a locomotive so reckless as to move the locomotive upon the main track in the time of a fast express train, causing the death of the engineer of that train? (The excuse is that he was looking for a lost wrench.)

The writer heard a division superintendent in discussing an accident say in substance, that the particular combination of things necessary to produce this accident happened to occur at the same time, and the accident resulted; but things do not happen except as they are made to happen, and whoever makes the wrong thing happen is the responsible agent of the accident which follows.

Many years ago, a westbound night express on a single-track Canadian railroad took a siding to allow the eastbound night express to pass. The brakeman of the westbound train failed to close the switch, and the eastbound train was wrecked—practically burned up—there were several deaths and many personal injuries. The brakeman was sober, mature in years, and had for a long time closed that identical switch. Did he forget? No! the word "forget" is not descriptive of the brakeman's mental status. It was impossible for him to forget that it was his duty to close the switch. The fact was impressed upon his memory by years of daily practice in doing the act. The conductor of the train said to the writer than he, personally, gave no attention to the closing of this switch, leaving

the matter to his brakeman, who was perfectly reliable; but added, "it is our turn; our time has come; it had to come some time."

At a division office a trap-door was situated at the top of a ladder, which led from the division offices to an attic used as a store-room. The carpenter who built the door provided no method of fastening it, but arranged it so that when it was pushed up it went back a little past perpendicular, and, ordinarily, staid in that position until lowered. One of the division clerks, in taking records to the store-room, was knocked down the ladder by the falling of the trap-door upon his head. The door had fallen upon three or four other division men, but they sustained slight. or no injury. None of them reported the dangerous condition of the trap-door, and it was allowed to remain until a frightful injury resulted to a young man attempting to use it. Why did these various division men, who had discovered the danger to which anyone entering the store-room was subjected from this trap-door, fail to report its condition? They were all intelligent men. They had no desire that an associate in the office should become paralyzed and helpless.

The few cases above cited illustrate the character of railroad accidents perhaps as well as the enumeration of a great many. Practically, every one is due to negligence, so plain. so obvious, that it is difficult to understand or explain the temporary mental condition of the responsible agent. In seeking to locate the precise cause of this negligence let us proceed by a process of exclusion. Intoxication is so infrequent a cause of railway accidents, that for the writer's purpose it may be ignored. We are now seeking to find the thing that makes a sober man negligent. Rules against the use of intoxicating liquors by employes are unquestionably proper because alcohol should not be permitted to enter into the question at all, but it is the belief of the writer, who has lived all his life among railroad men, that the use of intoxicating liquors has very little to do with railroad accidents. Extreme youth or old age might explain some accidents, but railway employes as a class are not burdened with old age, but are in the prime of life. Overwork is not the cause. If a railroad employe not actually engaged in his work spends his time as he should spend it, obeying the laws of health and obtaining the requisite rest and sleep, his work is not so severe or prolonged as to be responsible for any negligence. A disposition or purpose on the part of railroad employes to be reckless or to destroy property would, of course, produce accidents, but such a disposition does not exist; on the contrary, railroad employes are loyal in purpose and quite as apt to cause personal injury to themselves as to others.

Care is defined to be "serious attention of mind." Attention is said to be the concentration of the whole mind upon something. Negligence, want of care (the thing which produces accidents) is, therefore, failure to concentrate one's mind upon one's work. While the human mind is capable of repeatedly changing the object of attention so that many different things may receive attention alternately in a short space of time, it is a well-settled priciple of psychology that actual attention can only be given to one thing at a time. The game of golf illustrates the necessity of attention. One feature of the game consists in hitting about a cubic inch of rubber-cored ball with a wooden club attached to a long shaft for the purpose of driving the ball in a straight line, perhaps two hundred yards. There are many chances of failure; one may not hit the ball at all; he may hit it on the top or at one side and do a great variety of things which he ought not to do. The primary law of the game is, that one "keep his eye on the ball," i. e., that he look at the ball while making his stroke, give serious attention to the ball, concentrate his mind upon the ball to the exclusion of all other objects. If this is done it is a law of the game that success is reasonably certain. If this is not done, it is a law of the game that failure will come no matter what else one may do. The principle stated applies as well to railroading. Accidents are due to a failure to keep the "eye on the ball," to concentrate one's mind upon one's duties, to give serious attention to the particular work in hand to the exclusion of all other things.

Men may be divided into two classes (a), those who are capable of serious attention and mental concentration (b), those who are not thus capable. Some railroad accidents have been due to the fact that men who belong to class "b" were railroad employes. Men of this type ought never be in railroad service. You,

Mr. Railroad Employe, know the type to which I refer; the man who nearly always forgets, the man who is just going to but seldom does, the man who is continually doing the wrong thing at the right time, or the right thing at the wrong time, who never makes the act coincide in kind or result with the thing wanted, and who is so busy that he never has time to obtain a result. The Maker never intended that such a man should be placed in a position where human life and human safety are dependent upon his attention to duty. The writer excludes this class of men from those to whom he addresses this communication. These men are hopeless and wherever found in railroad service ought, for their own good, for the good of the public and for the good of their fellow-employes, to be asked to engage in some other occupation. It is the men who belong to class "a" whom the writer addresses.

A man is seldom attentive to his work, unless he likes that particular work. One who is not interested in railroad work, one to whom it does not appeal, is out of his proper sphere. He might be a very successful banker, because he might like the work of a banker; he might excel as a merchant, or as a farmer, because he might like these occupations, and, liking them, would be able to give them his serious attention and care. It is safe to say that no one who disliked an occupation ever met with a degree of success which was satisfactory to himself or to his employer. It is not, however, easy for the man who is sober, intelligent and who likes his work, at all times to keep his attention up to the safety point. The imaginary employe whom I am discussing, may be interested in politics, in his lodge, there may be sickness in his family, there may be financial trouble, or any one of a great variety of causes which tend to distract his attention and thereby make him negligent or careless in doing his work, because absence of serious attention to the particular work in hand is negligence or carelessness. The only way to prevent these extrinsic things from intruding into one's mind is to make a serious mental effort to devote one's attention solely and exclusively to the matter in hand. Persistence in doing this will bring success.

I quote from Haultain's "Mystery of Golf": "to attend one must practice attention; it is not a thing to come at in a day, in a week or a month. As says Stout, 'the resolution to devote attention to an unattractive subject can only succeed after repeated effort.' Voluntary attention is a discipline and a habit; to be acquired it must be cultivated." Very many railroad employes have practiced the habit of attention to their work and practiced it so persistently and so long that they have no difficulty in giving the necessary and proper attention to the work in which they are engaged, and they are not the responsible cause of accidents. Any man who has not so trained himself can by persistent serious effort make attention a habit. The men who succeed in any pursuit in life are the men who give close attention to the work in which they are engaged and the men who fail are usually the blunderers who are doing one thing while thinking about another.

While railroad officials can do much to prevent railroad accidents, and are doing all that lies in their power in the way of spending money to eliminate unsafe conditions (frequently the result of previous negligence) and in other ways, the fact remains that no one except the employes—the men on the ground, the men who do things at first-hand—can minimize railroad accidents. No one is interested in the matter to the extent that they are interested. A certain amount of money does not replace human life, or restore a lost arm or leg. The calamity, the irreparable injury due to a railroad accident, falls upon the employe, and not upon the railroad company.

There are several things which seem to the writer to stand in the way of a full realization by railroad employes, that railway accidents are preventable, and that it lies in their power to prevent them. One is a spirit of fatalism, illustrated by the remark of the conductor above quoted: "It is our turn, our time has come, it had to come some time." In the case cited, the conductor had no ill will toward the brakeman, whose direct negligence was responsible for the conductor losing his position; the conductor treated the accident as a matter of fate—as a matter of luck. If this brakeman's dog had chased the conductor's chickens, there would have resulted a feud, extending to every member of each family, but it is seldom that a railroad employe considers that another employe whose inattention to duty has caused serious

misfortune, is guilty of a personal wrong. It is not suggested that ill-feeling ought to result under the circumstances suggested, the statement is made to illustrate the disposition to treat accidents as predestinated or foreordained, things which must happen at some time and which might as well happen on the particular occasion.

Another reason for the mental attitude which treats accidents as a necessary feature of railroading is, that in past experience the railroad and the accident have seemed inseparable. Like the white horse and the girl with red hair—the sight of one sugests the other. In the days of hand-brakes—when cars were coupled by hand, when trains were not spaced by a manual or automatic block system, when passing sidings were few, and inadequate yards and terminals led to congestion, when equipment, tools and machines were less safe, accidents were practically unavoidable. Too much of the burden of avoiding them was placed upon the employe. While it is theoretically true, that the more dangerous the conditions the greater the degree of care required of the employe, the fact is, that there is a limit to one's power to give continuous and sustained attention to dangerous conditions and it is the duty of the employer to do what he can to provide reasonably safe conditions of work. The railroad companies are doing this. Enormous sums of money are voluntarily expended annually for the purpose and with the result of eliminating unsafe conditions. In addition the requirements of state and federal laws, of state and federal commissions, have been complied with. To what end all these laws, rules and expenditures, if the number of accidents have not correspondingly decreased. During the years 1902, 1903, 1904 and 1905, the average number of persons killed annually in railroad accidents was 9,544; the number injured, 77,844. During the years 1906, 1907, 1908 and 1909, the average number killed annually was 10,342; the number injured, 102,-144. True, there was an increase of business during the latter period, but in examining the statistics, it is difficult to trace the influence of statutes in reducing accidents. It may be as difficult to make men careful by statute as it is to make them temperate or moral. It may be that the Government has been trying to make employes careful by penalizing their employer. It may be that state and federal governments are helpless; that the remedy lies in the individual and collective work of railroad men.

Of course, one cannot concentrate his mind upon his duties, unless he has a clear conception of what these duties are. It has seemed to the writer, that many railroad employes utterly fail to realize the meaning and value of the operating rules, and that safety, as well as duty, requires their observance. The rules represent the concensus of opinion of men skilled in railroad operation as to the best operating methods and the personal safety of the employes and trains; and it is aparent from a study of them, that their principal purpose is to secure safety—safe operation—safety of employes, of passengers, of the public and of property. A man persuing work alone, independent of others, needs no particular rules, he can make his own rules as he proceeds, but the complexity of railroad work, the fact that no one can safely make a move without knowing what move is to be made by others, requires a uniform rule of operation. The recognition by railroad men of the fact, that observance of the rules is a primary duty, and the making of such observance one of the things to which the mind shall be seriously attentive while engaged in one's work, will tend to prevent accidents and will expedite rather than delay transportation. The attentive man will recognize as duties things which do not impress the careless man. He will see that tools, machines and appliances are in good condition; he will adopt the safe instead of the unsafe place and method of work; he will observe and report defective conditions and things likely to cause accidents. There is undoubtedly a tendency among railroad men to condemn, not negligence merely, but negligence which results in an accident. There will be little progress in eliminating accidents until negligence itself is treated as wrong, regardless of whether accident does or does not result therefrom.

The public condemnation of railroad accidents, until recently, has been visited upon the railroad corporations. A change of public sentiment in this respect is indicated by the attitude of the press toward the recent accident to a D., L. & W. train at Corning. In respect to this accident, the criticism is directed to the en-

gineman, and not the railroad company. The public, the legislatures and those charged with the administration of law, insist that the number of railroad accidents be substantially reduced. If they are not reduced, the day is coming when the public wrath will be visited upon the railroad employe, personally, who is responsible for the accident. The laws are sufficient now to make anyone criminally responsible, who by culpable negligence causes the death of another. These laws have never been enforced as against railroad employes, but the employe charged with personal negligence in causing the wreck of the D., L. & W. train at Corning, has been arrested upon the charge of manslaughter. The time will come in railway service when employes will demand and secure the discharge of any employe who is so habitually careless and inattentive to his duties as to render him an unsafe man to work with. It will cease to be regarded as good-fellowship or a brotherhood duty, to shield, protect or stand up for a man of that type. Everyone who is engaged in a dangerous work has the right to insist that every other man so engaged shall be worthy of the trust placed in him.

You may not agree with the writer's conclusions. The purpose of this article is not to solve the problem, but to bring it to your attention, to ask you to think about it and be ready when called upon, as you soon will be, to aid in its solution. In the meantime, let each of us "keep his eye on the ball," and be attentive to the work in hand.

ORANGE COUNTY CHARITIES.

The regular monthly meeting of the Orange County Committee of the State Charities Aid Association, was held on Monday, August 12, 1912, in the office of the children's agent in Goshen. In the absence of the president the 2nd vice-president, Mrs. Henry Loomis, of Tuxedo, presided.

Miss Grace Reeder, the agent for dependent children in the county, reported that there are 75 children public charges on Orange County. This is the same number as last month, as eight went off the list of public charges and eight children became dependent.

The following cases were cited, showing the varied character of the work. In the case of a child who was suffering from tuberculosis of the spine, the agent arranged for his admittance to the State Hospital for Crippled Children at West Haverstraw. As the child is very young, there is every hope of a permanent cure, instead of his having a hunchback the rest of his life, which would have been the inevitable result of neglecting such a condition.

During the warm weather the first week in July the agent had to take three little children to the home at Middletown, and when she came to get them ready she found that the only hats they had were woolly tam-'o-shanters for the coldest winter weather.

The agent wanted them to go without, but they insisted on wearing them, hot as it was, and the youngest, aged four, carried her heavy red coat with her. The oldest was ony eight years old, and while the father was away at work all day, she had sole charge of the household.

On the day the agent called she found that the father had sent to the house a basket containing six loaves of bread for their meals and the children, with fine discrimination, had taken a fork and scraped out all the inside part leaving the shells.

A girl of 17 years of age, who was slightly below par mentally, was returned as a charge on the county by a woman with whom she had been placed several years ago, as this woman had decided to give up housekeeping.

The agent found a place for the girl with a Quaker family, where she is treated as one of the family and is doing nicely.

This type of case is particularly important, as there are only too many people who are ready to take advantage of a girl like this one.

Two children who were charges on the county and who had been committed to an institution for children outside of this county, were transferred to the Children's Home. Orange County is well equipped to care for its dependent children with two good institutions, one Roman Catholic and one Protestant, within its limits; so that there is no need of sending to an outside institution unless for special care, as in the case of defective and delinquent children.

The following towns were represented at the meeting: Chester, by Mr. Joseph Board; Tuxedo, by Mrs. Henry Loomis; Pine Bush, by Mrs. A·

Emily Whittin, and Middletown, by Messrs. Edward Millen, John W. Slauson and H. K. Wilcox.

Outside of Orange County, there are 11 counties in New York State where agencies for dependent children are established. The city and town of Newburgh has its own agent, Miss Mary I. Brill. Columbia County, Miss Florence G. Smith; Rockland County, Miss Ruth Stone; Schenectady County, Miss Emelyn F. Peck; Montgomery County, Miss Lilla A. Greene; Oneida County, Miss Amelia Campbell, Miss Fannie Miller; Dutchess County, Miss Mollie Spicer, Miss S. S Lancaster; Herkimer County, Miss Emma Brownell; Washington County, Miss Mary E. Hastings; Seneca County, Mrs. J. O. Hawkins; Ulster County, Miss L. M. Bosworth; Chautauqua County, Miss Margaret Elder.

REAL ERIE ENTHUSIASM.

To the Editor Erie R. R. Employes Magazine:

Please allow me a small corner in your valuable magazine to express my sincere congratulations regarding the manner in which the good old Erie is conducting its affairs, and the speed and safety with which it carries its patrons across the country.

It happened to be my good fortune, recently, to take a trip over the main line of the "old reliable," and it is indeed very gratifying to me to say that I am an Erie employe. Myself and my good wife could not help but note the courteous treatment accorded the patrons of this road. While homeward bound myself and wife, after attending the convention of the B. of L. E. in Toronto, Canada, left Buffalo on train No. 2, and coming along beside the L. V. R. R. this happened: Both trains left East Buffalo at the same time; at first it seemd to me that the L. V. was going to best the Erie. but while they gained on us in the beginning we had not gone very far before we began to gain on them, and I was so pleased that I raised the window and shouted, and turning to my good old spouse said, "Mary, raise up the suit-case and lighten the burden of the iron horse," and I got my shoulder up against the window and, imagining I was getting the train under motion, I noticed shortly we were speeding our way and leaving the L. V. train in the rear. It did my old heart good and how I rejoice to know that I am an employe of this grand old Erie.

One particular incident worthy of note was, my wife was continually making inquiries as to the time and saying how tiresome to take these long trips; so, to pacify her, I gave her the time card and said to her, "Now Mary, you watch the time at each station," and at each station I would inquire how we were, and each time the reply was, "on time."

One can rest assured while traveling on the Erie that they will not only be accorded the best of treatment, but you can always figure on arriving at your destination **on time.** Thanking you for the space in your magazine, I am,

N. Y. S. & W. Engineer.

DONTS FOR CONDUCTORS.

The following sixteen "Donts" are presented for the benefit of local conductors. They were written by T. A. Shea, Superintendent of the Missouri Pacific Railroad at Pueblo, Col., and are appropriate for conductors on all roads.

Dont permit your work plans to remain under one hat and on arrival at a station have the remainder of the crew on spot awaiting your arrival from the caboose before knowing what to do, and what is to be done.

Don't advise the Dispatcher that you will be ready in a few minutes when you have 20 minutes or 30 minutes work remaining to be done.

Don't spot cars "near" the place designated on list. Place them as per list and avoid complaint from patrons.

Don't permit barrels of oil to be dropped from car doors instead of using skids.

Don't load local shipments in three or four different cars in your train because it's convenient. Confine it to one car until same is loaded.

Don't fail to check your freight out of cars from way-bills and before checking a piece short be sure it is not in the car by making personal search. Freight once astray invariably results in claims either for loss or delay.

Don't load glassware in a way that will result in damage, such as plate glass laid flat in car and another piece placed upon it.

Don't load eggs in cases above two tiers unless properly braced. A little interest in the work will save your salary daily.

Don't fail to leave placement slip, form 2836, with billing agents for cars placed for loading at blind sidings. Failure to do so results in loss of revenue to the Company.

Don't fail to show train, date, and your name on way-bills covering shipments unloaded at prepay stations. Remember this is the only protection the company has against unjust claims.

Don't over-look the fact that your duty is mostly to execute orders or instructions; originating same being far more difficult than the execution. If you see that time and money can be saved and the Company's interest as well served by a deviation from instructions or orders, confer with those in authority to that end. Don't be a machine.

Don't show your displeasure in the performance of your work around stations and industries in the presence of patrons and the public. Neither the Company's interest nor your own will be benefited thereby.

Don't forget that courteous treatment of patrons and the public is an individual asset.

Don't fail to assure patrons having a grievance that every effort will be made to adjust it amicably and promptly. Remember a little kindness shown at the proper time will go far toward erasing the feeling of distrust of railways and their employes by the general public.

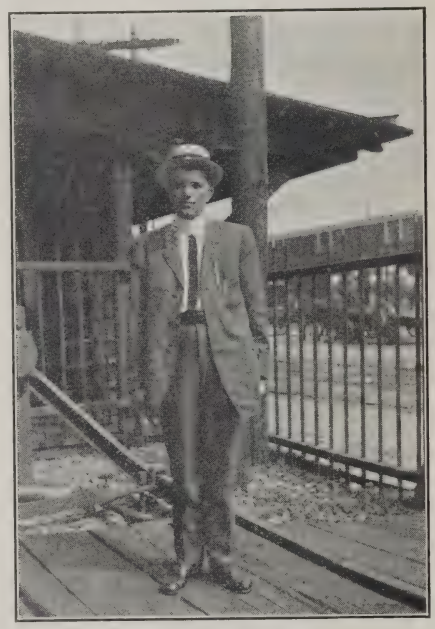
Don't fail to report each case of improper loading of merchandise giving way-bill reference; and because some one else has violated his instructions, don't further penalize the company by roughly handling the freight you find it necessary to move, and after moving same see that it is let down properly and will ride without damage by motion of train.

Don't allow discord among the members of your crew. This will invariably result in damage to company's property, personal injuries, and trouble for yourself. The company requires you to be the boss of the crew, and authority duly exercised will often prevent useless expense to the company and some embarrassment for you.

STATION MASTER HARTER.

Herewith is a picture of the Erie's new Night Station Master at Jersey City, Mr. Harvey Harter.

As was stated in the August issue, Mr. Harter entered the service of the Erie as a brakeman and has since held the positions of passenger train



HARVEY HARTER.

brakeman, yard brakeman, assistant yardmaster and Night Yard Master, which position he held until his promotion to Night Station Master formally held by Mr. T. M. DeVere.

Mr. Harter is well liked by all, and there is no doubt that he will make good in his new position.

AN OPPORTUNE TIME.

"I've had a terrible day at the office, and I'm mad clear through," announced the husband coming home.

"Now would be a good time to beat the rugs," replied the wife.

Many people dance when the devil plays the fiddle, and they won't stop until the floor catches fire.

OF INTEREST TO ERIE EMPLOYES GENERALLY.

THE following special circular has been issued by Mr. G. W. Kirtley, Superintendent of Transportation, Erie Railroad, and is of interest to the Company's employes, particularly those in the Operating Department.

The time has again arrived when individual effort looking to the maximum efficiency from equipment at our disposal is necessary. During the coming Fall and Winter, traffic will be offered for all available equipment and every car day saved will constitute a direct addition to the earnings of the road.

Agents and others concerned should make special appeal to shippers to load, and to consignees to unload cars with as little delay as possible, in order to assist the railroad in better protecting requirements of its patrons.

Accumulations of any particular class of freight should be immediately called to the attention of the proper officer so that the question of embargoes can be considered. Fuel coal should not be allowed to accumulate and when a surplus develops, the fact should be immediately reported so that placing of empties can be curtailed and the equipment used for commercial purposes.

Special and constant attention should be given to the release of cars under load with company material.

Should foreign and private line cars arrive under load not accompanied by proper Home Route information, Home Route should be requested promptly so that when cars are unloaded there will be no delay awaiting the information.

Foreign cars and coarse system equipment should be used to protect off line loading so far as is consistent with existing instructions, and the better class of cars utilized for loading to line points.

Grain box, refrigerator and produce cars should not be loaded with coarse freight except when lading will take them where they are needed for high class freight, as shown by current instructions.

The loading of grain box, drop end gondolas and other high class equipment with scrap and other company material, or with any commodity which will result in movement further away from the base of demand must be avoided.

The use of high class equipment with commodities that will render same unfit for the service for which intended—for example, dairy refrigerators for bulk cabbage, etc.—must be avoided.

Careful and frequent check should be made of large yards, repair tracks, mine switches and other obscure places to see that empties are not lost sight of or loads unnecessarily delayed.

Storekeepers and Master Mechanics can render valuable service by acquainting all of their subordinates who have to do with the loading or unloading of cars, with the proper method of handling same; also by having a personal knowledge of the cars in their yards and the cars loaded out. Some of the most flagrant abuses and delays to cars have occurred in shop yards where, by the expenditure of a few cents in unloading material, numerous cars could have been put into commercial use.

Officers of the Car Department, including Superintendents of Car Shops and Foremen of Car Repairs, should render all possible assistance in this matter of car supply.

Division Engineers, Supervisors and Section Foremen can also be of great service in properly unloading cars and by the exercise of discretion in the loading of same.

If each and every officer will personally communicate to subordinates the general plan of car movement and give same personal attention, great benefits will accrue and the earning capacity of the railroad will increase.

The possibilities of a vigorous and untiring effort along the lines indicated above should not be underestimated, and it is hoped that the results expected will be accomplished by a concerted and unanimous effort to KEEP CARS MOVING.

NEVER FEAZED DUGAN.

Dugan, the roofer, was sent to a millionaire's palatial home, to try to find a leak in the roof.

As he entered the front hall, the butler whispered to Dugan:

"You are requested to be careful of the hardwood floors as you go upstairs, they've just been polished."

"Sure, there's no danger av me slippin' on thim," Dugan replied. "Oi hov spikes in me shoes."

SOUND REASONING FROM HEADQUARTERS.

THE following is a copy of one of the "Weekly Talk Letters," recently mailed to all managers of the Postal Telegraph-Cable Company of Texas, by its president and general manager, Mr. S. M. English. It contains so much good reasoning and common sense that it is commended to the careful consideration of every member of the fraternity. This weekly talk letter is logical and is of the same value to railroad men, as the telegraph fraternity.

"You know the kind of a man who never learns the business he is in because he always 'intends' to go into business for himself. Many men 'jolly' themselves with such excuses for their lack of energy or ambition to improve their condition. There are some operators who have received fairly good salaries for years, but have never saved a cent, yet they too have dreams of a little business of their own, when they will be independent—their own bosses.

"It takes capital to start any kind of business. It takes hard work and careful management to make it a success. Ability to successfully manage a business is not acquired in a day—some never acquire it.

"Did it ever occur to you that every employe is a partner of his employer? No? Well let us see if he is not. A few men put up enough money to build a telegraph line; a large number of men without any money put up their labor, and the revenue is divided. As a rule the employes get the big end of the gross revenue, and the men who put up the money get what is left after the salaries and fixed charges are paid, which is seldom more than 5 or 6 per cent on their investment. The investors take all the risk of loss and pay all the damages caused by the mistakes and negligence of their salaried partners.

"Suppose you started a little business of your own, say with $10,000 capital, and it netted you 10 per cent, or about $83,33 per month. You would more than likely work from twelve to fourteen hours per day and spend many sleepless nights when business was bad, collections slow and your creditors pushing you.

"Suppose, on the other hand, that you prepared yourself for promotion and accepted a managership at, say, $150 per month; on the 10 per cent net basis of the "little business of your own,' your income would represent an investment of $18,000. Now for your 'investing partner' to make $150 on the 6 per cent basis, he must invest $30,000 and take all the risk. He must depend upon you and his other salaried partners for his income. You are certain of yours, but is he? Yes, to the extent that he would not have you for a partner if he did not believe in you and know that he could rely upon you at all times to guard his interests as you do your own.

WELLS-FARGO MESSENGER.

Falling in line with the larger railroads and other corporations, the Wells-Fargo Express Company has begun the publication of a monthly magazine, or house organ, whose purpose is to instruct, entertain and bring together officers and men, that they may have a better understanding of each other, and for the cause for which all are striving.

The first issue of any publication is not presumed to be as good in quality as its successors, because, like a piece of machinery, it runs better when operated for awhile. Judged from that standpoint, the first number of the Wells Fargo "Messenger" is exceptionally crisp and bright, and the contributions—every one of them—furnish most excellent and entertaining reading.

The editor of the "Messenger" is Mr. Edward Hungerford, who, by the way, was the first editor of the Erie Railroad Employes' Magazine. He contributes a clever story entitled "The Man Who Fought Tigers," and it is typical of other literary contributions of his, that appear from time to time in weekly and monthly publications of the first class.

In extending hearty congratulations to the newly-born "Messenger," and predicting its unqualified success as the spokesman of the Wells Fargo Express to its officers and all other employes, we wish it great good fortune, because the relations existing between the Wells Fargo Express and the Erie Railroad are as cordial as anyone familiar with them could desire.

Assistant Editor: "Here's a farmer writes to us asking how to treat sick winter, and be properly treated by bees."

Editor: "Tell him he'd better treat them with respect."

THE ERIE ROLL OF HONOR

H. Allen, Brakeman,
New York Division.
J. Stewart, Track Foreman,
New York Division.
Richard Post, Mail Carrier,
New York Division.
F. W. Coleman, Operator,
New York Division.
J. McWhiney, Sig. Foreman,
New York Division.
R. A. London, Fireman,
New York Division.
H. Noonburg, Operator,
New York Division
T. H. Scanlon, Brakeman,
Delaware Division.
John Creighton, Conductor,
Delaware Division.
R. F. McLaughlin, Brakeman,
Delaware Division.
W. W. Shults, Operator,
Susquehanna Division.
Ira Brooks, Operator,
Susquehanna Division.
Selah Powell, Fireman,
Susquehanna Division.
C. H. Roosa, Section Foreman,
Susquehanna Division.
G. E. Werley, Brakeman,
Meadville Division.
F. A. Porter, Station Agent,
Meadville Division.
Harry Beach, Brakeman,
N. Y. S. & W. Division.
Charles Post, Brakeman,
N. Y. S. & W. Division.
Milton R. Carey, Engineer,
N. Y. S. & W. Division.
John Smoke, Conductor,
N. Y. S. & W. Division.
Louis Rausch, Engineer,
N. Y. S. & W. Division.
C. A. Joynt, Brakeman,
N. Y. S. & W. Division.
J. Morr, Operator,
Cincinnati Division.

H. Allen, employed as brakeman in Jersey City Yard, was on the alert on a recent occasion when passenger train 65 was passing out of the Jersey City Yard. He noticed a broken step on combined car 721, and took prompt action in seeing that crew was notified, so that no one would be subjected to the possibility of injury in alighting at first station stop. Superintendent Parsons has added a credit mark to his record.

While train 28 was passing Greycourt, J. Stewart, track foreman, discovered a defective wheel on Pullman car "Tuxedo," and took prompt action in having car switched, thereby preventing a possible accident. Superintendent Parsons has given him a credit mark.

Richard Post, mail carrier at Passaic on the New York Division, has been given a credit mark for good service rendered. While train 179 was at station he rescued a woman who had fallen from steps of a car, in time to prevent what might have resulted in a serious accident.

A credit mark has been added to the record of F. W. Coleman, operator on the New York Division, for efficient service rendered. As train 87 was passing his tower he discovered a flat wheel on Erie car 62,905, and took prompt action in having car switched from train, before serious damage occurred.

On a recent date extra 1,091 left some cars standing on a grade at Rutherford on the New York Division, without having sufficient brakes set to hold them. The cars started to run away, and J. McWhiney, signal foreman, seeing the situation, ran aout 200 feet and stopped them, thus eliminating a condition which might have ended seriously. A credit mark has been added to his record.

While working on extra 1,876 West, R. A. London, a New York Division fireman, discovered several large bolts on eastbound track, and flagged second 176 just east of Passaic Junction, in time to avoid what might have been a derailment. For this interest in the Company's welfare, a credit mark has been added to London's record.

H. Noonburg, Operator at "DQ" tower on the New York Division, has again been placed on the Roll of Honor Page for performing an act of loyality to the Company. While

train 1st 78 was passing his tower he noticed a brake beam dragging under car C. C. C. & St. L. 12,160 and took the necessary measures to protect train. For this service Superintendent Parsons has added a credit mark to his record.

T. H. Scanlon is a brakeman on the Jefferson Division, and for having discovered a cracked wheel on Erie car 20,138 in train extra 1,416 north, at Starrucca, has been awarded a credit mark by Superintendent Baldwin, as the discovery may have saved a serious accident.

John Creighton, Conductor on the Delaware Division, has been awarded a credit mark by Superintendent Baldwin. John discovered a broken rail in east bound track, east of Stockport, and took prompt action to have it attended to.

R. F. McLaughlin, brakeman on the Delaware Division, has been awarded a credit mark by Superintendent Baldwin. He discovered a broken rail in west bound track at Lackawaxen, and took prompt measures to have the defect remedied.

As train 88 was passing "B. T." tower, Barton, N. Y., W. W. Shults, operator, discovered a brake rod dragging under G. T. car 31,029. Train was stopped and rod removed. Superintendent English has added a credit mark to his record.

Ira Brooks, operator on the Susquehanna Division, has been given a credit mark for meritorious service. As train 1st 75 was passing Waverly, he discovered a broken wheel under P. F. E. car 693. Train was stopped and car switched.

Selah Powell a fireman on the Susquehanna Division, has had a credit mark added to his record by Superintendent English. He discovered that a switch was wrong at the east end of main track switch No. 21, about one mile east of Arnot, and took action to avoid derailment.

On a recent date as train 449 was passing Endicott on the Susquehanna Division, C. H. Roosa, Section Foreman, discovered a brakerod dragging on a milk car, and immediately reported it. Superintendent English has awarded him a credit mark.

On a recent date as train 1st 77 was passing through Johnsons on the Meadville Division, G. E. Werley, trainman, who was on freight train on siding, noticed a brake beam down on a car in train 77. He signalled the conductor, when train was stopped and defective beam removed. Superintendent Batchelder has awarded Werley a credit mark.

F. A. Porter, station agent at Mill Village, on the Meadville Division, has been awarded a credit mark by Superintendent Batchelder. Porter saw a fallen brake beam on a car in 4th 84, while passing his station. He turned the block against train and stopped it, which enabled the crew to remove beam, thereby preventing an accident.

While drilling cars of extra 118 at Coalburg on the New York, Susquehanna & Western Division, Harry Beach, brakeman, discovered a broken wheel under Erie car 51,728, and had car switched for proper attention. Superintendent Johns has awarded him a credit mark.

As train 902 stopped at the coal pockets, North Paterson, for coal, Charles Post, brakeman on the New York, Susquehanna & Western, discovered a defective truck under coach N. Y. S. & W. 147. He notified conductor, and coach was switched for repairs. Superintendent Johns has awarded him a credit mark.

While engineer Milton R. Carey of the New York, Susquehanna & Western, was in charge of engine 59 at Stroudsburg Shops, he detected a defective axle under Erie car 19,058. It was switched for attention. Superintendent Johns has added a credit mark to his record.

John Smoke was acting as conductor of extra 111 east on the New York, Susquehanna & Western Division, when he discovered a defective axle under Erie car 20,867, and had car switched at Stroudsburg Shops. Superintendent Johns has added a credit mark to his record.

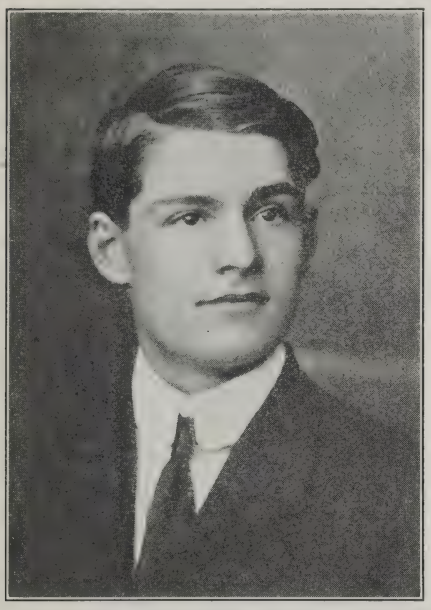
Louis Rausch an engineer on the New York, Susquehanna & Western, has been awarded a credit mark for meritorious service. While he was waiting at Swartswood Junction with extra 87, he discovered a brake rod down on L. V. Car 84,497. The brake beam was disconnected and conductor notified. Rausch has had a credit mark added to his record.

While C. A. Joynt was acting as brakeman on N. Y. S. & W. Division, train 202 at Clifton, Pa., he discovered a loose wheel under Erie car 48685, and took the necessary action to have car properly cared for, in order to prevent an accident. Superintendent Johns has awarded him a credit mark.

J. Morr, Operator on the Cincinnati Division, discovered a brake beam lying on the track at Rittman, Ohio, and removed it before it caused trouble to east bound trains. For this interest in the company's welfare, Superintendent Woodruff has awarded him a credit mark.

APPRENTICE R. I. DeGRAW.

The several articles that have been printed in these columns of late, that have told of the Erie's bright young apprentices, are creating a lot of genuine interest. The pictures of the boys and the drawings they produced, have caused many to bestow praise



R. I. DEGRAW.

on these coming mechanics. There is quite a large class of them and their instructors feel highly encouraged by the work they are turning out.

The young man that appears in the limelight this month is R. I. DeGraw. He is no longer an apprentice, as will be seen by his record, but now holds the place of a machinist.

Mr. DeGraw, was born in Scranton, Pa., Nov. 23d, 1892 and received a Grammar School Education, graduating in June 1908.

At the age of 16 he entered the service of the Erie Railroad Company at Dunmore, Pa., as Machinist Apprentice, and during his apprenticeship he spent six months in the Mechanical Drawing Room at Meadville, Pa. He was promoted to the position of Machinist at the expiration of his third year as an apprentice.

MR. EDISON'S SCHOOL DAYS.

Part of the examination for the eighth grade pupils of the schools at West Orange, N. J., was to write an essay on a letter to New Jersey school pupils written by Thomas A. Edison. Mr. Edison's letter is as follows:

"Dear Young Friends: I have been asked to write a letter to the boys and girls in the grammar schools in New Jersey, telling something of my own schools days. Such a letter as that would be very short, for I really never had any school days as you understand them.

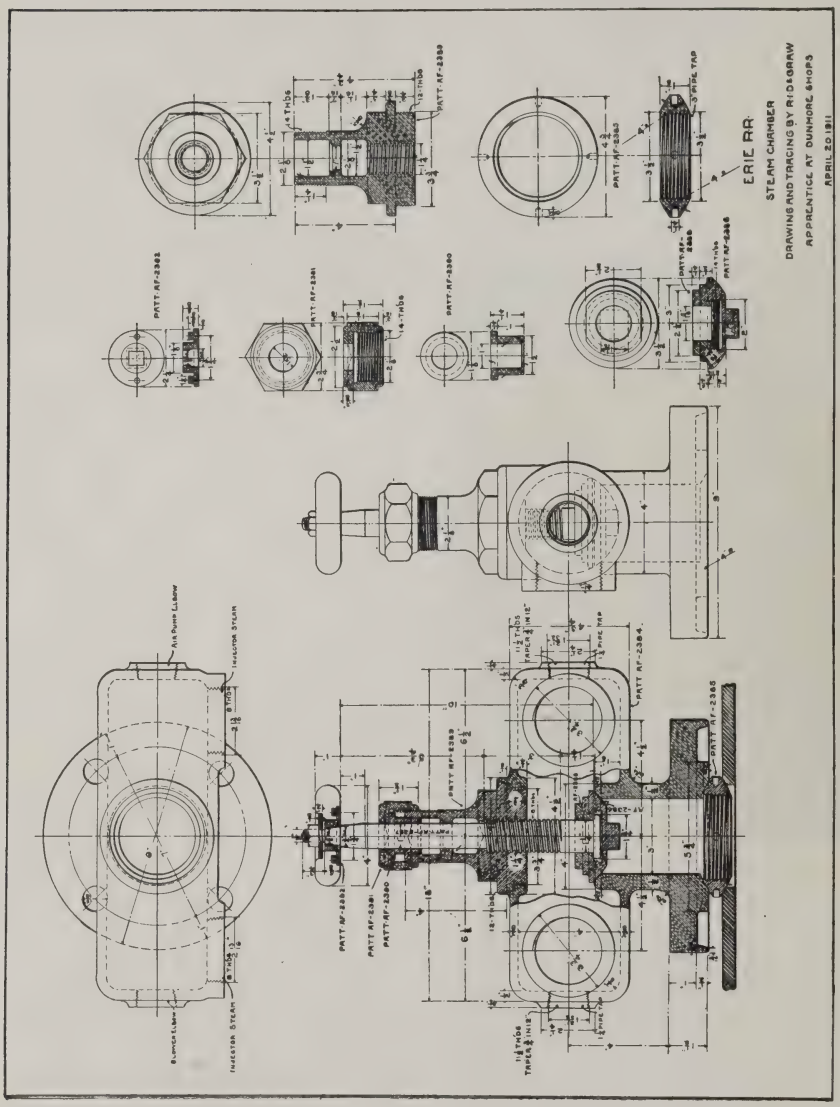
"I was rather delicate when a small boy, and instead of sending me to school my mother, who had been a high school teacher, educated me herself at home. She had only the one pupil, which was fortunate for me, as I received thoroughly sound teaching. My mother also taught me how to read good books quickly and correctly, and as this opened up a great world in literature, I have always been very thankful for this early training.

"I was fond of experimenting, so, when I was 12 years old I got work as a train newsboy in order to earn my own pocket money to buy chemicals and apparatus with which to experiment. My train ran from Port Huron to Detroit, and this gave me opportunity to go to the library in the latter city and read books that could not be found in Port Huron, where I lived.

"I always kept busy and had lots of adventures in trying to add to my store of knowledge, but to tell you the whole story would make my letter too long.

"Schools days are very different from what they were when I was a boy, fifty years ago. You now have beautiful school buildings, with modern conveniences and apparatus, and your studies include many interesting subjects relating to the arts and sciences. It seems to me that the boys and girls of the present time ought to be very happy in having these fine opportunities of preparing to do big things in the world. Sincerely your friend,

Thomas A. Edison.

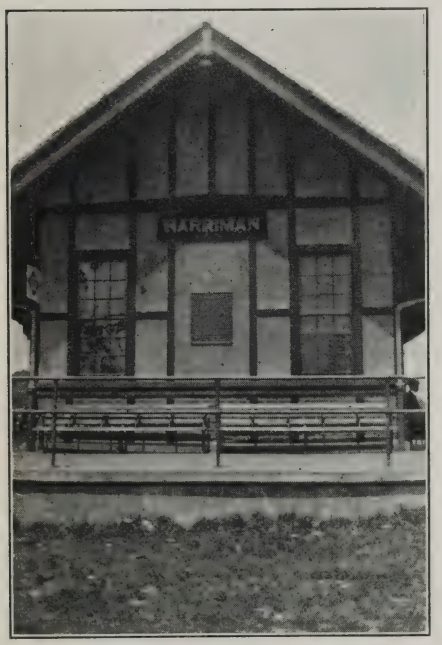


DRAWING AND TRACING BY AN ERIE RAILROAD BRIGHT APPRENTICE. (See Page 409).

IN MEMORY OF A TRUE FRIEND OF THE ERIE RAILROAD.

A HANDSOME and costly bronze tablet in commemoration of the late Edward H. Harriman, has been placed on the East end of the Erie Railroad station at Harriman, New York.

The tablet was conceived by the Directors of the Erie Railroad Company and given a conspicuous place on the new station to honor the memory of a man who loved the Old Erie, admired the grit and capacity of its officers, believed sincerely in its future and aided it financially on more than one occasion. This friendship was appreciated to such an extent, that the name of Harriman will always remain sacred to the road that is fast fulfilling every prediction made by Mr. Harriman, that it would, in the near future, come to the front as a leading factor among the great railroads of the United States.



THE HARRIMAN TABLET.

That the tablet may remain permanent it is set in a concrete form on the outside of the station at the East end. The view is unobstructed, so that it can be seen readily from passing westbound trains. The work of placing the tablet was done within two weeks, and there was no dedication ceremony.

Inscribed on the tablet, which is 34" deep by 27" wide, and is a product of the Tiffany Studios, New York, are these words:

"This tablet is erected by the Directors of the Erie Railroad Co., in memory of their associate, Edward Henry Harriman.

"Mr. Harriman became a member of the Board of Directors of the Erie Railroad and of its executive committee in the year 1903.

At that time he had established his position as one of the master minds concerned with the problems of American transportation by land and water, and it was believed he would devote to the services of the Erie the qualities he had exhibited in other great systems popularly identified, justified the expectation.

His active perception, his quickness and firmness of decision, his wide experience and large resources were ever at the call of the corporation.

In his attention and devotion to its interests, he was unremitting and enduring.

Here, as elsewhere the railroad gained in value because of his part in the directorate.

His insistent regard for the permanent benefit of the physical property of the railroad influenced by him commanded the support of the investing public and his associates.

Their respect for him is attested by the consummation of policies projected in cordial co-operation with him for the good of the railroads and the communities served by them.

His country, as well as the corporation with which he was identified, were the beneficiaries of his genius."

It was on May 2nd, 1912, that a special train was run to Harriman, carrying a party of distinguished persons. On that occasion a beautiful monument was dedicated with fitting ceremony, commemorating the sending of the first railroad train order by the Morse telegraph code over a commercial wire. This monument, combined with the tablet, surely makes Harriman a real historic station on the Erie Railroad.

It is hard to make trouble for others without keeping a share of it for yourself.

It takes a strong-minded woman to hold her tongue.

MISSOURI AND KANSAS, THEIR VAST CEREAL AND OTHER VALUABLE PRODUCTS.

By E. R. Lauer, General Agent, Erie R. R. Kansas City, Mo.

WHEN, in 1873, the farmers and others left the state of Kansas, and their property, on account of the continued drought, little was it expected that this same State would be one of the factors in the United States, in an agricultural way and it might also be stated to a certain extent, in a geological way.

Kansas is the second State in the Union in the production of wheat, producing, on an average, about seventy-five million bushels, one-seventh of the entire crop of the United States. It is of the hard variety, used in making the best flour.

It is the sixth State in the production of corn, with an average yield of about one hundred and sixty million bushels; the next crop of importance is oats, with an average yield of about thirty million bushels. Other important crops are broom corn, fifteen million pounds out of a total United States production of ninety million pounds. Kafir corn 2,600,000 tons—a new crop which is growing more useful and profitable yearly. Also alfalfa hay, which is very valuable to the farmers, as they are able to cut about four crops a year, making each acre average them gross, about $50,00. This crop is being used for feeding cattle in the East, and at home, more abundantly each year.

Irish potatoes and barley, are also important crops to the farmers.

In 1911 Kansas farmers sold $11,-400,000 worth of poultry and eggs, and about the same amount of butter, being the third and fourth State in the Union, respectively in these two commodities. It was also about the fifth State in the production of flax seed.

Cement, bituminous coal, natural gas, salt and zinc, as well as lead, are also produced in large quantities

Missouri will produce annually, on an average, twenty-two million bushels of wheat, two hundred seventy-three million bushels of corn, and twenty-six million bushels of oats, coal three million tons, zinc 261,306 tons, lead 254,613 tons. The mining industry also includes the production of cobalt, nickel, copper, tripoli, koalin, iron and barytes. This State produces two-thirds of the spelter from United States zinc ore, and five times as much as Colorado, the next State in production.

In coal Missouri surpasses Michigan, Arkansas, Nebraska, New Mexico, Oklahoma and Washington and equals West Virginia. It leads by far, in lead production, with 4% of the entire output of the United States. Most all of the lead and zinc is found in the Joplin district.

In 1909, Missouri poultry products were worth twice as much as all the silver mined in the United States. Ninety-five million dollars was the value of the eggs and poultry sold, ranking fourth in the United States. The finest turkeys in the world are raised in this State, especially in northern Missouri. It also has a world-wide reputation as the producer of the finest mules, furnishing all those used in the Boer War.

This year there will be shipped, from 800 to 1,000 cars of strawberries.

Kansas City supplies the West, South and Southwest markets, that have a population of upwards of fifteen million. The immediate Southwest, or natural home market, is almost equal in area to one-fifth of the United States, with a population of about ten million, while the Northwest divides a smaller territory between Chicago, St. Paul, Minneapolis and Duluth.

The South is full of competition, but Kansas City has the territory mentioned above, all its own. Kansas City is second in meat packing, almost equalling Chicago. The output of Kansas City packing houses averages about 65,000 cars per year.

Kansas City is a very important railroad center, having 18 systems and 34 lines of railroads, including four Electric Interurban Lines, operating in every direction; also the Missouri River, which is now being used for navigation. It is the sixth City in the United States in bank clearings, leading such cities as Baltimore, San Francisco, Cincinnati, and Pittsburgh.

Kansas City is about 60 years old, and in that time has grown to a population, including Kansas City, Kansas, of about 400,000, and is still growing rapidly. Large office buildings are going up every year, and the building permits for the month of May just passed, show an increase of 50% over last year.

The railroads running into Kansas City are building a new Union Passenger Station at a cost of about $4,000,000, with 16 tracks, capable of taking care of 32 trains at a time, and provisions for enlargement have been made to handle 50% increase. Next to the passenger stations in New York City, this is the largest in the United States. The necessary improvements in connection with this work, such as additional tracks, cuts, and building of freight houses in different sections of the city, to be used by all lines, will cause an expenditure by the Kansas City Terminal Company, of about $35,000,000.

One of the hardest propositions we have to contend with in westbound in this territory. is the 10c. ocean and rail, and rail and lake differential. This differential becomes greater as we travel West, amounting to as much as 33c. at Arkansas City, Kansas, and 27½c. at Hutchinson, Kansas. All of this, however, need not deter the gentlemen representing the Erie, as there are tons and tons of freight we are getting, and can get, in spite of this handicap. Sight should not be lost of the fact that this building up of the Southwest will take a great amount of building material of all kinds. This large population also needs shoes, clothing, groceries, etc., and the farmers need agricultural implements. All our grain and flour must go somewhere, and especially this year to the East, as the South and West, where it has been going, will also have a good crop. The flour mills in Kansas and Missouri territory, when working to capacity, will turn out 60,000 barrels of flour a day. Kafir corn, the new and growing crop, is finding its best outlet in the East, and is mixed and used for poultry and other food. Our big egg and poultry crop, when commercial conditions are right, moves to the East.

E. R. LAUER.

The Kansas farmers are buying automobiles faster than any State in the Union.

The crop outlook this year is good, and a wheat production of from ninety to one hundred million bushels is expected in Kansas, which is a larger crop than the State has ever produced. This is a barometer for better times in every line of business.

The Erie established an office in Kansas City about 20 years ago, with an Agent, Stenographer and Traveling Passenger Agent, which force did a fair business. Three years ago, when the Erie wanted to show it was a larger contender for this Southwest business, saw fit to open an office here, that cannot be outdone by any office in Kansas City, not even excepting the local lines. The force was also increased by the addition of a Contracting Agent, and later by a clerk. The tonnage has also increased.

Co-operation is what we live on, and by mixing it with yours, we feel, that in the end, it will redound to the benefit of the Erie, and what is natural, finally to ourselves, individually.

The Erie Railroad Company's Kansas City, Mo., Agency has jurisdiction over territory as follows: That portion of the state of Missouri south of Wabash Railroad and west of M. K. & T. R. R.; Moberly to Boonville, west of Missouri Pacific, Boonville to Versailles, thence directly south to Missouri-Arkansas State Line. The entire state of Kansas, except that portion north and west of St. Joseph, and Grand Island Railroad.

The great trouble with a man of might is that very often he won't.

It isn't every politician who can nail a lie without smashing his fingers.

IN MEMORIAM.

In the May issue of this Magazine appeared the obituary of the late John M. Hoffman, Trainmaster of the New York Division.

His numerous friends in the service paid a tribute to his memory by erecting a monument above his grave. At the ceremony of dedication, which was attended by a large delegation from the train service, Conductor Thomas F. Ryan, delivered the following eulogy.

Mr. Chairman:

Ladies and Gentlemen, and fellow-members and friends of the different railroad organizations:

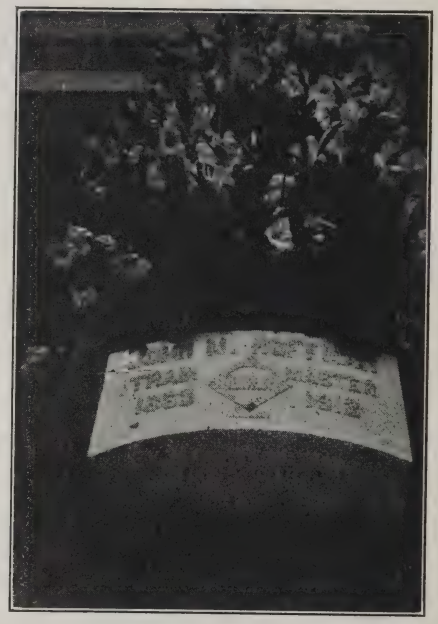
We have assembled here this lovely Summer afternoon for a solemn, yet pleasant duty; it is to pay a tribute of respect to one of our number who was your friend and benefactor; who heard voices from afar calling, answered the summons, gone beyond the Great Divide from whence none ever return.

It is not within my province to address you at any great length; there are others of greater ability who will be privileged to eulogize the deeds of loyalty and affection of our departed friend. To me has been assigned the task of representing our orders.

Almost every one can take part in these exercises; very few, I venture to say, have not had a visitation of the fell destroyer, Death, and thereby parted with some one both near and dear to them. Perhaps a mother, father, sister, brother, wife, husband, or some of the innumerable train of relatives that would place them in close connection.

When the aged and infirm have rounded out a long and useful life, and approach dissolution, we say it is well; when the bright, hopeful, comparatively young man, surrounded by a legion of loving friends and acquaintances, drops into a dreamless sleep, it is not so easy to accept the inevitable. From the clean-cut man, his soul filled with high endeavor; painstaking, studious, ambitious and resolute, in a day passes a shrouded form, a tear, a prayer, a better memory of what might have been and is not. Verily, the "gods" were enamored of him who sank to eternal slumber; it seems but yester morn, Death passed the braggart; no idler did he espie, but pointing marked the God-like man whose hopes and aims were high.

The grief and sorrow of it all, the speedy return to dust of him whose life held so much promise, is it kind friends, is it, brothers, can it be for the best? Seldom in our life are we touched with a sense of a personal bereavement, as in the death of Brother Hoffman; his clean personality, his industry, his freedom from those habits which so many of us too often find pleasure in; his laudable ambition to succeed in the occupation he had chosen and was so well fitted to, evokes our warmest admiration; his death inexpressibly shocks us here, but it seems so short a time since the years of his youth, spent in mental



J. M. HOFFMAN'S GRAVE.

and moral attainments, equipped and ready for any service, his life-light flickers—he is dead.

In the words of Him Who once restored to life the brother of Mary and Martha, assuage the grief and lessen the loss, yet ever in the hearts of the sorrowing ones, there will remain a precious memory, with yearning thoughts and longing eyes ever turning Starward.

Kind friends, we are only here for a little while, a short distance from our Father's house, an apprentice in His workshop, a scholar in His appointed school, to learn reverently and diligently, the ways of that Divine Master.

It is written in His own handwriting on the walls of that goodly schoolhouse, telling us He is all-wise, just and provident; that He has made and created all things within this great universe to make it only the temporary habitation of man.

It is again written in mysterious handwriting on the sands of the sea, the bowels of the earth, the fields, the valleys, the forests, the mountain tops and on the stars of His firmanent. Beyond the stars, somewhere beyond the range of human vision and intellect, the Master greets our brother who was His faithful servant; his last whispered prayers to his Maker for mercy, have been answered. To him who was so merciful and considerate unto others, it will not, it cannot, be denied peace to his ashes, nor to his spirit.

How sleeps the good who sank to rest,
With all his brothers' wishes blest,
When Spring with dewy fingers cold,
Returns to seek his hallowed mould.
She there will dress a sweeter sod,
Than fancies' feet has ever trod,
By friends the dirge is sung,
By hands unseen the knell is rung,
Their honor comes a pilgrim gray,
To bless the turf that wraps the clay,
We will at times repair,
To dwell with our absent brother there.

It is upwards of a quarter of a century since I first met John M. Hoffman. We formed a friendship which to the day of death remained unbroken. During the last 10 years of his life he was my immediate superior officer and never was there one harsh or unkind word uttered; never was there a display of authority; he was one of Nature's noblemen.

He needs not this stone of granite to perpetuate his memory. When time will efface every letter from the crumbling stone, yes, when granite and marble will crumble into dust, the name of "Hoffman" will be more deeply buried in the hearts of unborn thousands that labor, and from this very tomb will arise a sacred incense, that will be an inspiration to all who labor and that visit here. He has gone the road of darkness, through that to discover. You and I must travel it, too. He was met on the other shore—the shoreless sea—by the Great Conductor of the Universe, with mild and radiant face, and he heard the welcome mandate, "Come, ye blessed of My Father, possess the Kingdom I have prepared for you. Thy life's labors done and well done, enter thou into joys eternal beyond the pale of human judgment."

He has only gone a little while before, for life is only one short step from the cradle to the grave.

Take the words of the poet:

"Life—what is life?" Life is the Morrow of king and slave; it tells what you are and you do to them give. If the world's the best you have and the best will come to you hereafter. We needn't waste our tears or our smiles, whatever befalls. No wealth, no happiness, but holds a taste of something sweeter after all. No pangs of agony, but tells some fragment of an abiding trust, and whatever death unlocks or seals, the mute beyond is just."

I will now ask all present to join with me in one short prayer for him we all loved so well.

Oh, almighty and merciful Father, thou knowest the weakness of frail, human nature; bow down thine head in pity to the voice of thy servants on whom thou has laid the heavy hand of sorrow; teach them to bow with pious resignation to the trials thou dost send upon them. Our Father, Who art in Heaven, hallowed be Thy name, Thy kingdom come, Thy will be done on earth, as it is in Heaven, give us this day our daily bread, forgive us our trespasses, as we forgive them that trespass against us, lead us not into temptation, but deliver us from evil. May the blessing of Almighty God descend upon all those who assembled here today to do honor to the memory of our departed brother, and may the soul of John M. Hoffman, through the merits of his Divine Redeemer rest in peace for ever and ever. Amen.

IT WASN'T HIS CUE.

George L. Shronk, one of Atlantic City's champion life guards, was discussing his profession.

"Funny things happen to us guards sometimes," said Mr. Shronk. "A funny thing happened to my friend Tim last week.

"A society belle from Spruce street went in the water wearing one of those fashionable transformations of wigs. A high wave went over her, and when she came up the transformation was floating out to sea. She turned and ran to Tim.

"'Oh, save my hair!' she yelled. 'Save my hair!'

"'Pardon me, lady,' says Tim. 'I'm a life-saver, not a hair restorer.'

THE STOVE COMMITTEE

APPOINTMENTS.

New York Division.

George S. Murray, Agent at Dundee, N. J.

Delaware Division.

F. H. Reum, agent at Long Eddy, vice M. J. Crowley.

L. L. Rixton, Agent at Shohola, Pa., vice E. A. Tyler.

Susquhanna Division.

George P. Bryan, Trainmaster of the Tioga Division, with office at Elmira, and will also perform duties of Track Supervisor of that Division.

Frank O. Plummer, Assistant Trainmaster, Susquehanna Division, with office at Hornell, N. Y.

Alfred T. McCormick, Station Supervisor of the Susquehanna and Tioga Divisions, with office at Hornell, N. Y.

H. I. Brewster, Agent at Great Bend, Pa., vice L. I. Schofield, assigned to other duties.

Adrian De Wilton, Agent at Canisteo, N. Y., succeeding G. S. Murray, transferred.

Mahoning Division.

F. J. Williams, agent at Girard, O., vice G. A. Blair, transferred.

J. W. Parker, agent at Monterey, Ind., vice . R. Sennett, who has been granted a leave of absence.

Chicago & Erie Division.

H. V. Abrams, Agent at Highlands, Ind., vice J. Lynch, who has been granted an indefinite leave of absence account sickness.

C. & P. P. Street Railway.

Franklin G. Robbins, General Manager of the Corning & Painted Post Street Railway.

Traffic Department.

Mr. J. G. Putman, General Agent, Erie Railroad, and Agent Erie Dispatch with headquarters at Birmingham, Ala., succeeding M. K. Singleton, resigned.

Elmer B. Jones, Division Passenger Agent, with office at Elmira, N. Y., vice Mr. Fred S. Howard, promoted.

Fred S. Howard, Division Passenger Agent, with office at 613 Euclid Avenue, Cleveland. O.

Charles S. Hasty, Traveling Passenger Agent, with office at 196 Washington Street, Boston, Mass., vice Mr. Elmer B. Jones, promoted.

E. R. Porch, Traveling Passenger Agent, Chicago, Chief Clerk, office General Passenger Agent, New York, succeeding Gordon M. Craig, promoted.

Erie Despatch.

Mr. G. C. Cormany, General Agent of the Erie Despatch at Cincinnati, Ohio, with office at 304 Mercantile Library Building.

Mr. M. H. Hardy, General Agent of the Erie Despatch at Dayton, Ohio, with office at 20-22 Arcade Building, vice Mr. G. C. Cormany, transferred.

Mr. C. D. Turner, Division Freight Agent, Erie Railroad, with office in the Railway Exchange Building, Chicago, will hereafter have jurisdiction over the Commercial Agency of the Erie Despatch, assuming the duties of Mr. W. A. Nelson, resigned.

Mechanical Department.

Harry W. Mosley, Assistant to General Foreman, Hornell Shops, vice H. W. Sasser, transferred.

E. G. Chenoweth, Mechanical Engineer, Meadville, Pa., has resigned to accept service elsewhere.

Car Department.

P. J. O'Dea, General Inspector, vice R. H. Oakley, assigned to special duties, reporting direct to the General Mechanical Superintendent; title Inspector.

Adam Trautman, Superintendent Kent Car Shop, vice P. J. O'Dea transferred.

Edward Bruebaker, Assistant Foreman Car Department, promoted to Foreman Car Department, Huntington, vice Adam Trautman, promoted.

Jersey City.

H. L. Burrhus, Tool and Machinery Inspector, Erie Division, vice A. Nunn, transferred.

ERIE CO-OPERATES WITH NEW YORK'S POLICE TRAFFIC SQUAD BENEVOLENT ASSOCIATION IN FOURTH ANNUAL FIELD DAY.

THE members of the Benevolent Association of New York City's incomparable Police Traffic Squad enjoyed their fourth annual field day, at Witzel's Point View Island, College Point, Long Island Sound, on Sunday, August 4th, and it was an event that attracted nine hundred policemen, and 1,300 of their friends.

The Erie Railroad Company, which appreciates the sterling worth and ability of the greatest police organization in the world, showed how well it thought of the men that always stand ready to protect life and property by co-operating with the Benevolent Association, in providing the means of reaching the scene of the day's pleasure.

In that relation the company placed the new double-deck ferryboat "Jamestown" at their disposal, and she proved to be all that could be desired in speed, capacity and appointment.

Before 9 o'clock A. M. the brawny cops, that ride horses and do footwork in the Traffic Squad, assembled about the gates of the 23rd Sreet, New York Terminal, headed by Sergeant Patrick F. Crane, President of the organization, who was as busy as a man trying to eliminate chewing gum from his shoe soles, and he had the strong hand for everyone in sight, for he is very strong with the men of the force.

With the Traffic Squad Band of 45 pieces, all they could get together of its 80 members, the others being on vacation leave, the Jamestown pulled out of her slip at exactly 10 o'clock, everyone aboard wearing the Association badge, and many gay ribbons bearing the words "Traffic Squad." The Jamestown had all her flags flying and Captain Rogers said he could make the run in one and a half hours, and he did it, exactly. The Erie's staunch tug "John C. Stuart" convoyed the Jamestown to and from destination, and she looked very proud with a Jack floating at her foremast, the National Emblem at the stern and her own flag "John C. Stuart" flying from the middlemast. Captain Buckout was at the wheel.

Going up the North and East Rivers and the Sound, the Traffic Squad flag was seen by passing craft and the Jamestown got a great reception of whistle greetings, all of which Captain Rogers replied to with the customary three blasts. The band, which by the way, has a great reputation for efficiency, played all the way to College Point, to attentive listeners, and it was a splendid feature of the outing.

Arriving at Point View Island the defenders of law and order marched first to the stand to be photographed, then to the pavilion, where Host Witzel had prepared breakfast, although it was the noon hour. The system of feeding 1,640 person at one time will be interesting to read about by those that marvel at the mention of such crowds. It is done by a bell system. One bell assembles the waiters in the kitchen. At the sound of three bells, a regiment rushes into the dining pavilion with trays filled with viands, and they make one hundred yards in 10 seconds, without slipping, or spilling a morsel. Some of the cops said they'd hate to compete with them in a marathon. The 1,640 souls were fed in 40 minutes, and there were 8 items on the menu.

After breakfast the crowd adjourned to the athletic field, where these events were contested: Ten 100 yard dashes; tug-of-war, 3 trials; running high jump; potato races; relay race; throwing 16 pound shot and swimming race. The tug-of-war was a blood boiler, on account of the rivalry between Traffic A and Traffic C. The final was won by Traffic A, after a hard tussle.

At 2 o'clock word was received that Commissioner Waldo was coming up the Bay, and at 2:15 a patrol boat carrying him and party, came into the dock. The band, which went down to the pier to meet the Commissioner, played Hail to the Chief, as he stepped off the boat; then the band marched ahead up the hill, with the Commissioner and party following. Everybody fell in line and all hands marched to the athletic grounds and the games proceeded. The head of New York's Police Department certainly got a big "hand" from his men.

Dinner was served at 7 o'clock, and the big detail of Peace Preservers, tired, but happy, after the fine day's sport, walked unceremoniously back

to the Jamestown, and shortly after 9 o'clock Captain Rogers gave the signal to proceed back to Manhattan. The band played without cessation all the way back to Twenty-third Street, which was reached at 11:15 P. M., and every cop that had a beat to patrol the next day, said he had the time of his life.

The outing demonstrated that President Patrick F. Crane, is a most capable head of the Association. He said, himself, "I feel as though I am a railroad man, because I have two brothers who are locomotive engineers, and for that reason I always manage to procure a copy of the 'Erie Railroad Employes Magazine' each month, and then read it from cover to cover."

The Erie Railroad was represented by Messrs C. R. Stewart, Superintendent Marine Department; Philip Coyne, his Chief Clerk; E. Silverman, Ferry Master, 23rd, Street; Boat Dispatchers Holcomb and West; William Hillhouse, Chief Erie Police and Inspector Glass, Police Department.

ENGINEER E. W. JONES.

The picture below is that of another veteran engineer of the Erie Railroad. His name is Edward W. Jones, and he is now in charge of the engine that does switching in the shop yard at Kent, Ohio.

The engine that Jones handles is number 667, and she is a member of the famous "Order of the Red Spot," the honor having been bestowed because engineer Jones brought her up to the high state of efficiency that merits the red spot on the boiler head. Engine 667 has lately received a complete overhauling at Meadville Shops and is in fine condition.

Mr. Jones has been an engineer nearly 42 years, and enjoys the prestige of a fine record. He has been very fortunate in his calling, having never injured or killed a person, or caused damage to the Company's property. He began his railroad career as a roundhouse employe in 1865, working in various capacities and finally becoming a fireman. For awhile he served as engine despatcher, nights.

He became an engineer on July 5th, 1870, after a term at firing; his first assignment was a switch engine in Kent yard. He also ran three years between Kent and Galion, but owing to failing health he asked to be transferred to a switch engine. In 1873 he joined the B. of L. E., Division 16 at Galion, Ohio, and in 1881 transferred his membership to Charles Miller Division at Meadville, Pa.

The memory of engineer Jones wanders back to the days of wood-burning engines, which were gaudily decorated with highgloss brass, which required lots of effort to keep them bright.

The first lieutenant of engineer Jones is fireman John Bechtle, who has been in continuous service as fireman for over 24 years. John is noted for the neat manner in which he keeps his engine, and the fact that engine

EDWARD W. JONES.

667 is a member of the "Order of the Red Spot," is largely due to his untiring efforts in keeping her spick and span. The use of small tools in the hands of engineer Jones and fireman Bechtle, has kept their engine out of the shop for long periods. Both are good citizens of Kent.

UTTERANCE OF A GREAT MAN.

I do the very best I know how—the very best I can; and I mean to keep doing so until the end. If the end brings me out all right, what is said against me won't amount to anything. If the end brings me out wrong, ten angels swearing I was right would make no difference.—Abraham Lincoln

ERIE CROSSING FLAGMAN PERFORMS HEROIC DUTY.

ONE of the unexplainable things that attaches to railroad operation, is the fascination that the right-of-way of railroads has for trespassers.

Wherever railroads run, persons that have no right to walk on tracks, or steal rides on freight trains, are to be found in number, and in the case of the pedestrian, that prefers the track to a public highway, he is a familiar figure to all railroad men and can be seen trudging along at any time of the year, when weather conditions do not prevent.

The man that trespasses on railroad property, is just as guilty of an offence as he who enters the home of an individual, for railroads pay taxes on their property and they are as much entitled to immunity from invasion by outsiders, as the individual that owns or rents his home.

It is a strange coincidence that but few figure it that way. It seems to be the prevailing idea that when a railroad company establishes a pathway alongside its track or tracks, or there happens to be space which is utilized as a pathway, this improvised area is regarded as a public convenience, and as such is used by every person that happens to feel so disposed.

Railroads are placed in a peculiar position regarding the trespassing of persons on their property, and there does not appear to be any remedy that will cure the habit. Trespassing on a railroad right-of-way is a misdemeanor in the eyes of the law, but the habit is of national scope and no one pays any attention to it.

The railroad companies, themselves, have a stringent rule against outsiders walking on their tracks, but they cannot afford to employ a force of officers to enforce it. They do, however, ask their employes to keep people from making a common highway of their tracks, realizing that accidents are bound to happen as a result. It is difficult to pick up a newspaper without reading among the previous day's casualties one or more that happened to persons trespassing on railroad property. Many of these casualties amount to injuries slight and serious, others deaths with revolting circumstances attending, and there isn't one of them that could not have been avoided, had the trespasser thought of his danger when he wantonly sought the railroad tracks for his pathway to destination.

Picking coal on railroad tracks is another dangerous practice, and the list of fatalities resulting from it, is so large as to be alarming. This refers to terminal yards as well as along the road, and there does not seem to be any way to break it up. Persistent warnings given by railroad men and threats of arrest, have not served the purpose of keeping these offenders off the tracks, no one appearing to regard the tracks as private property. These same violators of the law would think twice before they would invade a dwelling or back yeard to steal.

The fact that the Erie Railroad expects its employes to aid in enforcing the rule against trespass, makes one case of recent occurrence worth recording here.

Robert Seppintino is the Erie's crossing flagman at Somerset Street, Garfield, New Jersey. He is aware that, among other duties, he is supposed to prevent trespassing along the Company's tracks, He knows, also, that it is a difficult thing to enforce, but he is a live man and tries to obey orders. On a recent occasion Seppintino did enforce the order to the glory of himself and the detriment of a trespasser, as will be seen by reading the letter published herewith.

Mr. Charles Pfistner.
Crossing Supervisor.
Dear Sir:

On July 31st, 1912, Dick Constola, of 147 Monroe Street, Garfield, N. J., was carrying two lighted red laterns along westbound tracks at 6:15 P. M., and I ordered him off the tracks, on account of red lanterns interfering with trains on westbound track. He refused to get off the tracks and I had him arrested. He was brought before the Honorable Judge Whitehead, and was fined $10 for disorderly conduct.

Robert Seppintino.

The point of the above letter is, that Seppintino is a crossing flagman that does his duty, and he is fearless in the performance of it. The offence that Constola committed was a serious one. The lighted red lanterns which he carried might have stopped a westbound train, had one approached at the time and its engineer had seen them. It might have caused a long delay and possibly have thrown, not only this train, but other trains off schedule.

The good and fearless work performed by Seppintino was very intel-

ligent in itself, and is greatly appreciated by the Management. It is hoped that all crossing flagmen who read this article will be impressed by what Seppintino did in the line of duty; also that they will make it one of their regular daily duties to keep trespassers off the Erie's tracks, and if they protest, as Constola did, then have them arrested and prosecuted according to law.

ON LAKE CHAUTAUQUA.

The picture presented with this little story, shows what an artistic structure the Countrv Club maintains at Lakewood on Chautauqua Lake. Its President is Mr. P. A. Sorg, who has a handsome residence at Lakewood.

There is no more delightful place at which to spend your vacation than Chautauqua Lake. An ideal resort for recreation and pleasure; for rest and comfort. In spite of the rapidly increasing number of summer places which so persistently claim attention as the seasons come and go, thousands visit Chautauqua Lake annually to pass some part of the summer upon its shores.

COUNTRY CLUB, LAKEWOOD, N. Y.

There is a subtle charm in the wooded hills, the bright, sparkling waters, and the many cottages and camps which dot the shores, that is irresistible.

Situated in the extreme southwest corner of the State of New York, at an elevation of 877 feet higher than that of Lake Erie, only eight miles distant, and 1,450 feet above sea-level, rarified, bracing atmosphere, cool nights and refreshing day breezes are assured.

The great out-of-doors at Chautauqua furnishes a diversity of attractive features for an enjoyable vacation. Accommodations are provided for devotees of baseball, the track, tennis, golf and croquet. The Lake affords delightful bathing and exceptionally fine boating. The roads for driving and riding are excellent. The follower of the rod and line will find splendid fishing in its cool depths.

Numerous hotels, cottages and boarding houses at all points on Chautauqua Lake provide accommodations for visitors. Moderate prices prevail.

ORDER OF THE RED SPOT.

September Membership.

Susquehanna & Tioga Divisions

No.	Engineer.	Fireman.
2564	John Haire	B. F. Dailey
	S. E. Mason	J. H. Bly
2565	J. A. Hammond	W. F. Zeltwanger
	S. Mersereau	H. N. Foulke
2566	M. A. Lynch	L. A. Jackson
	M. McCarthy	G. W. Jones
2567	A. C. Van Dermark	C. H. O'Donnell
	E. A. Brink	M. D. Peck
2545	G. C. Fletcher	H. Houghtelling
	J. J. Gahagan	S. D. Sharp
518	J. C. Miller	J. H. Graves
	T. Purcell	N. P. Cargill
528	A. Jordan	I. A. Graves
	G. C. Redfield	L. M. Wescott
1643	W. C. Cowgill	A. L. Hendrickson
1362	M. Mersereau	P. J. Canny

Tioga Division.

401	F. Hebe	A. Bunn
402	W. S. Scott	D. O. Smith
1096	T. D. Jones	F. T. Rikeldifer
1275	W. A. Hughes	O. G. Ogden
1241	W. T. Delaney	A. S. Knapp

R. W. HUNT & CO. EXPAND.

It is interesting to Railroad Companies of the United States to note that, commencing August 1st, Robert W. Hunt & Company, Engineers, assumed the inspection of locomotives and passenger equipment for the Illinois Central Railroad Company.

In addition to the superintendence of contruction at the respective locomotive and car plants, their service will include the inspection at point of manufacture of various specialties entering into the construction of the locomotives.

IT WASN'T HIS DEAL.

An old-time darky was closing his sermon one night in Paradise Alley, and Uncle Rastus, who had been playing cards the night before, was seated in the Amen corner sound asleep, dreaming of his favorite game. The old preacher said:

"We will now close dis meetin' wid pray'r, an' we will ax Bre'r Rastus to lead."

Uncle Rastus suddenly roused himself from his slumber and shouted:

"It ain't my lead; I jist dealt."

FIVE WORTHY PROMOTIONS.

Faithful, consistent, hard work has been rewarded.

Messrs. E. R. Porch, F. S. Howard, E. B. Jones, T. R. Patton and C. S. Hasty have received merited promotions.

We extend to these bright, energetic young men, our hearty congratulations and wish them every success in their new undertakings. No doubt whatever is entertained that they will push steadily on, rung by rung, up the ladder of success.

Mr. E. R. Porch began his railroad career with the Erie Railroad, July 3, 1903, as Ticket Clerk at Mansfield, Ohio. He held that position until 1905, when he was made Traveling Passenger Agent, with headquarters at St. Paul, Minn. On October 1, 1909, he was promoted to Traveling Passenger Agent, Chicago, Ill. This position he held until August 15th, this year, at which time he left Chicago for New York City to take up the duties of Chief Clerk to the General Passenger Agent.

Mr. F. S. Howard started railroad life in the Telegraph Office of the Erie Railroad at Kent, Ohio, in March, 1895. He resigned from this office to enter the Freight Office at Kent, where he held various positions from March, 1897, until July 1, 1900. July 1, 1900 to October 15, 1900, Ticket Agent, Passenger Department, Kent, Ohio. October 15, 1900 to November 1, 1900, in the Freight Office, Union City. November 1, 1900 to March 22, 1902, Assistant City Ticket Agent, Cleveland, Ohio. March 22, 1902, to July 10, 1903, Assistant City Passenger Agent, Chicago, Ill. July 10, 1903 to June 5, 1905, Traveling Passenger Agent, Youngstown, Ohio. June 5, 1905 to June 15, 1908, City Passenger and Ticket Agent, Cincinnati, Ohio. June 15, 1908 Mr. Howard was made Division Passenger Agent at Elmira, N. Y., which position he held until September 1st, of this year, when he was promoted to Division Passenger Agent at Cleveland, Ohio.

Mr. E. B. Jones entered upon his railroad career in the employ of the Boston & Maine Railroad in the office of the General Passenger Agent, Boston, Mass. After five years of faithful service, he resigned to enter the service of the West Shore Railroad as Assistant Ticket Agent, in the same city. Mr. Jones joined the Erie family on January 18, 1909, as Clerk and Ticket Seller, Boston, which position he held until October 1, 1909, when he was promoted to Traveling Passenger Agent in that District. On September 1, 1912, he was again promoted to the position of Division Passenger Agent at Elmira, N. Y., succeeding Mr. Howard.

Mr. C. S. Hasty, who has taken the position made vacant by Mr. Jones, started railroading with the Boston & Maine Railroad, June 12, 1901, as Ticket Clerk, Passenger Department, Boston, Mass., which position he held until March 12, 1909. From March 12, 1909, until October 2, 1909, he was Pullman Ticket Agent in the employ of the same Company at Boston. On October 4, 1909, he resigned from the B. & M. R. R. to enter the services of the Erie Railroad, as Ticket Clerk, Boston. This position he successfully held until September 1, 1912, when he was promoted to the position of Traveling Passenger Agent.

Mr. T. R. Patton, who has been promoted to the position of Traveling Passenger Agent, Chicago, Ill., began railroad life with the Erie Railroad on June 1, 1903, as Baggage Helper at Cory, Pa., which position he held until July 1, 1904. July 1, 1904 to August 2, 1906, Ticket Clerk, Cory, Pa. August 2, 1906 to December 1, 1906, in the Office of the Division Passenger Agent, Jamestown, N. Y. December 1, 1906 to May 1, 1907, Ticket Clerk, Cory, Pa. May 1, 1907 to December 1, 1907, Passenger Agent. December 1, 1907 to August 15, 1912, Ticket Agent, Oil City, Pa. On this date he took up his present duties.

We welcome to the Erie family, Mr. Richard H. Toy, who, on September 1, 1912, entered the service of this Company as Ticket Agent, 196 Washington St., Boston, Mass. Mr. Toy started in the railroad business in that city, with the Santa Fe Railroad, as Stenographer and Ticket Clerk, Passenger Department, in November, 1909. In March, 1912, he was transferred to the Freight Office of the same road, as Rate Clerk, which position he held up to the time of his coming with the Erie Railroad.

QUITE A DIFFERENCE.

"Is your Mississippi River very much larger than our Thames?" asked an English lady of a western visitor.

"Larger?" answered the westerner; "why, Ma'am, there ain't enough water in the whole of the Thames to make a gargle for the mouth of the Mississippi."

ERIE RAILROAD FREIGHT AGENTS' ASSOCIATION.

The fourth regular meeting of this Association was held at Jamestown, N. Y., August 23d and 24th, commencing at 9 A. M. at the Hotel Samuels.

The following topics were discussed:

Topic 2B—Revision and simplification of tariffs to intermediate points west of the Mississippi.

Topic 3—"Economical use of Company stationery and supplies."

Topic 4—"The proper system to be used under which tracing of carload and less than carload shipments should be handled to get the best results."

Topic 9A—"Uniform method of handling freight receipts, form 607, and delivery of freight covered by these forms."

Topic 9B—"Advisability of checking less than carload shipments of merchandise received from and delivered to connecting lines to prevent claims."

Topic 10A—"Practice of serving consignees with arrival notices."

Topic 10C—"Forwarding of waybills promptly from initial or junction point in distinctive envelopes so as to arrive in advance of or with the freight."

Topic 11A—"Empty foreign car mileage."

Topic 11B—" Passing reports."

Topic 12—"The consideration of a uniform method of furnishing equipment to shippers and of reporting business lost due to failure to furnish same."

Topic 13—"Prompt and proper handling of foreign cars to facilitate movement off line and reduce per diem expense."

Topic 14—"Prevention of loading leaky roof cars."

Topic 15A—"Reciprocal switching."

Topic 15B—"Improved instructions for carding cars."

Topic 16B—"The present clerk and his development into the future Agent."

Following was the program, Friday, August 23rd. Agents assembled at the Hotel Samuels, 9. A. M. for opening session. Evening session, 8 P. M.

Saturday, August 24th. Continuation of business session 9 A. M. at Hotel Samuels. Addresses by general officers of the Company.

A QUESTION OF JUDGMENT.

Two men were hotly discussing the merits of a book. Finally one of them, himself an author, said to the other:

"No, John. you can't appreciate it. You never wrote a book yourself."

"No," retorted John, "and I never laid an egg, but I'm a better judge of an omelet than any hen in the State."

From Correspondents Along the Line

HEADQUARTERS ITEM.

Tom Hynes, clerk in tariff bureau, was married to Miss Anna Malone, of Bradford, Pa., August 14th. The boys of general freight office and tariff bureau presented them with a purse. Presentation was made by Chief of Tariff Bureau Tilt, which was done in a very stunning way. Those that heard the speech said that he was some orator.

NEW YORK DIVISION.

It is noticed that the handling of week-end baggage at Jersey City for points west, has improved greatly over previous years, due to the good work of Station Master Swan and Baggagemaster Connell.

Harry Breen is now spending a few weeks enjoying himself at the Lone Sporting Club Cottage, Greenwood Lake. He is also entertaining a number of his friends, and upon his return we expect to hear some wonderful "fish" stories.

John Murray, assistant storekeeper for the signal department at Paterson, with his wife and nine children, who, by the way, are familiarly known as the "happy nine," spent a few days at Coney Island enjoying the sea breezes.

During the process of rebuilding the ash-pit at Jersey City, it was necessary to have several tracks torn up. Much credit is due M. E. Mackerly, chief engine despatcher, for handling the engines in such an intelligent way.

It will be noticed that Mr. James's forces are applying white paint to the tires of engines, and also along the running-boards, which certainly improves their appearance greatly.

Red Spot, engine 793, honored by the name of Henry W. Smith appearing on the side of the cab, is still going some, having up to August 22nd completed 41,428 miles without a single failure.

Dr. F. J. Short, of Jersey City, showed his worth by his ability to take charge of the hospital car during its recent run to Ringwood Jct. Dr. Short is very well known about Jersey City, having been surgeon for this company for some time. When the call for the hospital car was given Dr. Short was located at his home on Jersey Ave. and in just three minutes he was at the terminal ready to go out on the hospital car. Dr. Short deserves a great deal of credit for his quick action and for the way in which he looked after his patients, with the help of eight other doctors picked up along the line.

A brown hoist is busy loading gravel from below water level at the gravel pit, Wanaque-Midvale, and in the near future by taking away vast numbers of cars of gravel it will produce a lake. It is understood that conductors and trainmen residing in these parts intend stocking the lake with trout.

Once again it becomes our pleasure to announce the good work of one of our signal maintainers. For the past two months no failures have been reported for S. F. Cooper and his assistant, W. S. Storms, and needless to say we are proud of such men.

Norman M. Quick, who for the past seven years has been connected with Mr. G. B. Owen's office in the capacity of clerk, resigned recently to accept a position with the N. Y. Central R. R. Norman was one of the best known and best liked young men connected with the Erie at this terminal and his many friends wish him every success in his new position. At present Norman is lying ill at his home in Passaic with typhoid fever, but it is hoped that his illness will not prove of a serious nature and that he will soon be up and around.

E. J. Garrity has been promoted to Mr. Quick's position, and James Specht, formally connected with Superintendent Parson's office, has been appointed file clerk in Mr. Owen's office. Fred Cortese is now assistant file clerk in the superintendent's office.

It is rumored around J. C. Terminal, that Curley Platt intends to dispute the fact that Bob Goodman is champion swimmer. Good luck to you Curley.

Frank Waldron, ticket clerk at Jersey City, has acquired much fame as a chicken fancier on his farm at Ridgewood.

Saturday and Sunday, August 3 and 4, were two of the heaviest days of the New York division has had in some time. The ticket sales alone amounted to approximately $28,000. Other than the regular runs scheduled for those days it was necessary to run two sections of train 43, and three sections of train 27. The parlor cars used on these days totalled 64, which might be mentioned was far above the average. Mr. W. O. Rock, division passenger agent, deserves to be complimented on his good work in connection with the above.

E. R. McMickle, despatcher at J. C., returned on August 12th, after having spent a most enjoyable time in Sussex County.

Engineer Harvey Springstead has been noticd roaming around the terminal with a worried look on his face. Never mind, Harvey, the 970 is expected out of the shop about the first of the month.

Among the many improvements on the New York division, might mention the fact that the Paterson station has received a thorough painting, and a cement walk has been laid along the west-bound track which has improved the appearance to no little extent.

Automatic signals are now in use on the Northern R. R between Englewood and Nyack. It is also expected that within a short time the N. J. & N. Y. will also be equipped between Oradell and Spring Valley. Signal Supervisor Price is doing all in his power to be able to report "no failures."

Great credit is due the engineers and firemen on this division entering Jersey City train shed, inasmuch as there is hardly any more black smoke issuing from the stacks of their engines. Keep up the good work, gentlemen.

All "K1" engines are now equipped with a perforated pipe attached to the top of the cab which is used to spray the coal. Needless to say, this is a great improvement, and it is hoped that in the near future every type of engine will be so equipped.

Two of the latest model tourist coaches are now running on trains 3 and 4 between Jersey City and Chi-

cago. These coaches have many good features, among which might be mentioned the two separate compartments, one upholstered in rattan, seating 32 passengers and the other in leather, seating 38. The electric is also a big improvement over the old style, as instead of lighting up the aisle, they throw their rays directly over the seats.

In speaking of equipment, we might mention the fact that Mr. Fox, general foreman of car repairs and his competent office force, have the suburban equipment in far better condition than it has been for some time.

Harvey Harter, night station master, is now "sporting" his new uniform.

The wooden platform between tracks 11 and 12, has recently been torn up and in its place a fine cement walk has been laid.

L. Marino, formerly ticket clerk at Passaic, has resigned to accept a position with the C. B. & Q. Mr. C. Tilton has been appointed to fill the vacancy.

Wells Fargo & Co.'s Building, Jersey City, has just received a much needed coat of paint.

TERMINAL DIVISION ITEMS.

Yardmaster Thomas H. Higgins, located in the westbound yard at Croxton, has been given a merit mark and received a letter of commendation from Superintendent June for his prompt action on the morning of July 22nd in setting brakes on extra 1616, which was backing into the yard without being under control. Mr. Higgins' timely action probably averted a serious accident.

Edward Honan, formerly weigher and checker at 28th Street Station, died on July 27th, after having faithfully served the Erie since 1866. Mr. Honan was born in 1842 and began with the Erie as laborer at Pier 8, East River, New York in June 1866. In Sept. 1869 he was transferred to Jersey City Local Station and from that point to 28th Street Station in February 1870, which position he held until about two months prior to his death. Mr. Honan rendered valuable service to the Erie and was a popular man among his co-employes. It was with the deepest regret that the news of his death was received.

The New York Terminal was represented in the recent war manœuvres in the East by Hugh P. Lee and Daniel J. Crowley, of the Fourth Regiment of New Jersey. Mr. Crowley is corporal of his company and Mr. Lee a private. In the "battle" of Indian River they both took a prominent part with the "Blues."

That Thomas McDermott is rapidly developing into a second "Ty" Cobb is attested by the box scores that appear in the Hudson Observer on Mondays. "Mc" plays the outfield for the O. L. G. team of Hoboken, and it is a very rare occasion that he does not garner two or more extra base hits. On one occasion, with a man on base, "Mc" poled out a home run that was acknowledged to be the longest hit ever made on the O. L. G. grounds. It was later learned on good authority that an official of the Scranton club was an interested spectator at this game.

The opening of the new station at Pier 39, N. R., known as Houston Street Station, took place July 1st. Martin Dillon was transferred from the office of Superintendent Terminals to the Agent's office at Houston Street Station as clerk, and Thomas Mulcahy, formerly of Long Dock office, is now the office clerk in Mr. June's office.

John A. Connolly, accompanied by several of his associates went on a trip to Greenwood Lake, Saturday, August 3rd. They all brought back some fine catches and Mr. Connolly proudly exhibited a huge bass to testify as to his ability. "Johnnie" expects to spend a few days on the Fishing Banks this month and cultivate further his qualifications in this line.

JERSEY CITY SHOPS.

Rapid strides are being made at the Jersey shops to facilitate the repair work on boilers, which is made possible by the innumerable applications of the electric welding process to this line of work.

The electric plant now ready to be put into service will be operated temporarily by Mr. Flynn, who has been receiving instructions at the Hornell plant for the past few weeks. It is expected that this plant will effect a great saving of labor and expense, and increase the life of the boiler, by means which were impossible under the old system.

Another item bearing directly on the shops output, was the installation of a much needed up-to-date boiler plant, which has been put into service recently, to take the place of the inadequate and obsolete plant, which

was a constant menace to the shop. While the output had to suffer during this installation, the benefits lost will more than make up for such loss, in a short time. It is considered that these boilers, in conjuction with a superheater now under construction, will be 30% more efficient than that of the old plant.

H. J. Peters, of the boiler shop, rendered a "Yodle Song" at the picnic so perfectly that a good many thought J. K. Emmett had dropped in on them. His friends say he ought to be on the stage, but no mention is made of what kind.

Thomas Cline is missing from his usual haunts in the "Horseshoe" lately. When questioned, Thomas is mum on the subject. How about this, Tom?

Oscar Ranges of the "North side Shop," who is an ardent disciple of Izaak Walton, went weakfishing a few Sundays ago, and upon his return gave a few to his friend Arthur Maxwell of the Pipe Fitting Shops. Arthur went home and gave the package to his wife saying, "Here are a few weak fish." She opened the package and remarked "Arthur! These are rather strong fish"! And yet they say the fish market is closed on Sunday.

J. Cancalosi and Miss Mary E. Boreaior, both of Jersey City, were united in marriage on July 10th, and spent their honeymoon at Lake Huntington, N. Y. They reside at East Rutherford, N. J.

The stork is busy at J. C. A new pipe fitter has been added to the family of Mr. & Mrs. Maxwell. We hope he brings him up to bottom chairs that he may follow the traits of the able foreman.

So "everybody's doin" it, following the example set by the "Pipe Shop Foreman." J. Burke, T. Francis, and J. Bauman, have each contributed a son, who in due time will serve the road as their fathers before them.

"The J. C. Fire Team" anticipate holding a Clam Bake at Greenwood Lake, Sept. 15. Those who will recall the excellent time that was made by them at the last outing, will not hesitate to fall in line again. to enjoy the splendid programme already completed by the hard working committee. There will be running, swimming and rowing races, open to all employes. The main attraction is a race between the noted Chas. Willard of the "Crack Diamond A. C." and "Gus" Hengie of the Suffern A. C.

It has lately been noticed that "Al" Mason, "our noted shop comedian," has been coming to work exceptionally late for a man who takes such a prominent part in the shop's output. However his cheerful mood and late arrival time are easily explained, because he sings continuously, "My Wife's Gone to the Country."

C. Benson, the auto expert reports good progress on gathering in the hay with his machine which is working in good shape.

We regret that our machine shop foreman Mr. Wells has to seek a change in climate to regain his health.

"Newt" Doremus has returned from his vacation. Newt went trolley exploring throughout the New England section. He reports fine scenery, being a great judge and lover of nature, having obtained his taste for fine scenery on Pavonia Ave.,J. C.

"Doc" Weymer attended the picnic of the "Don't Worry Club" last month and showed the boys he was just as lively on his pins as they were. "Doc" has been in the employ of the Company for the last 43 years.

PORT JERVIS JOLTS.

Painter foreman, Robert Hamilton, has returned from his vacation all browned up from serving an apprenticeship as a farm hand. Bob says he is some hay-maker.

Tool room foreman, G. W. Greenhalgh, took the Germantown Fire Co. to Newburgh to display them during the Firemen's Convention which was held at that city.

The many friends of Clerk Wm. R. Sutton are glad to hear of his promotion to a position in the office of Mechanical Superintendent A. G. Trumbull. eWiwsh you success, Bill.

Everybody is wondering what is doing in Cincinnati. Machinist Arthur Beyer could possibly set our minds at rest. Tell us what the name is, Arthur.

All concerned were glad to hear of the promotion to position of shop superintendent of Adam Trautman, which speaks well for his ability.

Storekeeper F. B. Tucker recently took a trip to Rockaway.

On the return of the Port Jervis Fire Team from Huntington, they reported having had a very pleasant trip. One of the enjoyable features was the warm reception extended them by Master Mechanic L. R. Laizure, Gen-

eral Foreman Norton, J. B. Hillman and other Erie officials of Hornell. The boys certainly appreciated the lay-over at Hornell and hope the tournament will be held in that city next year.

We understand Piece Work Checker James Tierney, of the car department, has attractions in Matamoras. Better look out Jim, or some night you will fall off the bridge.

Truck Foreman Louis Robinson is back at work again. He has the sympathy of his friends in the recent loss of his wife.

Roundhouse Foreman Frank Hadrick is on the job again with the lumps off his jaw. Frank says it was not a very pleasant experience to have teeth pulled and have to have your jaw pulled afterward.

DUNMORE SHOP DOINGS.

The boys will be pleased to know, although it was almost kept a secret, that Invoice Clerk A. C. Wagner will be married to a pretty Miss from Washington, N. J., this month. He will journey to New York, Albany and Lake George on his honeymoon. Everyone wishes him happiness and hopes that his only troubles will be the little ones.

Timekeeper "Squire" Kunz, is spending his vacation in Jersey City and Atlantic City.

J. L. Purcell and J. E. Manley, Clerks in Storekeeper's Office, have returned from New York, Philadelphia and Atlantic City, where they spent their vacations.

General Foreman F. C. Wallace is rusticating in the green mountains of New Hampshire.

J. F. Fitzsimmons, Foreman Boiler Shop, has returned after a short stay in Saco, Pa.

S. W. Tredinnick, Boiler Inspector, is enjoying the cooling baths at Clemo, Pa.

Charlie Reed of Moosic, Pa., Clerk in Storekeeper's Office, is very popular with the ladies at Clark's Summit, where he is camping with the P. O. S. of A.

Messenger Tom. Mead is indisposed.

Walter Simms spent his vacation gazing on wonderful formations at Mammoth Cave, Kentucky.

Storekeeper F. V. Matthews spent a few days with relatives at Du Bois, Pa.

Storehouseman S. W. Frey, has returned from a visit with his parents in Towanda, Pa.

W. H. Cummings, Foundry Foreman, was in Oswego one day last week inspecting the new cupola to be installed in the Foundry.

Shipper M. W. Brogan, together with his wife and family, are in Syracuse, N. Y.

SUSQUEHANNA SHOPS.

Piecework Checker F. D. Hall, has returned to work after a few days sojourn in the country.

The electric welding machine is working overtime. Over 40 engines were treated during the month of July.

Clerk C. F. Birdsall, recently made a flying trip to Vermont. (Not on an airship, however).

It is noted that Clerk Ray Roberts is not running his motorcycle of late. Wonder if the gasoline market is cornered.

Foreman J. B. Hassett, of the Blacksmith Dep't, attended the recent convention of the Master Blacksmiths' Association.

Engine 2018, which was turned out of Susquehanna Shop, May 11th, 1910. TBMF repairs, in 13 hrs., 34 mins., was again shopped for TBMF repairs, May 30th, 1912, after having made approximately 97,000 miles. The performance of this engine between shoppings was excellent from all standpoints and Susquehanna Shop can well feel proud of the results accomplished.

Vice-president Stuart and party, inspected the local shops, August 5th.

Miss Gladys Pierson, Clerk in the Master Mechanic's office, is visiting relatives at Carbondale.

W. D. Toomey of the Elmira force, was a recent visitor at the local shops.

General Foreman Frank Hunt, of Elmira, was recently called to the West on account of the death of his mother. The sympathy of all is extended to Mr. Hunt in his bereavement.

F. A. Griffin, Foreman Boilermaker at this point, has been appointed General Foreman Boilermaker of the Erie Division. G. B. McElvy suceeds Mr. Griffin at Susquehanna.

Weaver Singleton, a former Erie boy, is visiting relatives at Susquehanna.

John Hurley, Messenger in the Master Mechanic's office, has been promoted to Machinist Apprentice. Frank Ahearn is now filling the position of Messenger.

BRADFORD DIVISION ITEMS.

L. W. Hendricks, M. M., has returned from his vacation, which included points of interest in Connecticut and other States in the East.

H. G. Schoolmaster enjoyed his vacation at Celeron, N. Y.

George Green and Thomas Brotherton have returned from a trip to Youngstown, O., Butler and Pittsburgh, Pa., which was much enjoyed.

Clarence Rider spent his vacation at Springville, N. Y., also took in the sights in and around Jamestown and Chautauqua Lake.

On account of the increase in business, there is talk of promoting J. Davia and W. B. Wallace to the responsible position of engineer.

Train Dispatchers Thomas J. Costello, John D. Ormsby and C. W. Morrison, enjoyed their vacation, being relieved by G. J. Hardie, of Brockwayville, Pa., who later had the privilege of a few days to himself.

E. U. Baker, secretary, Traffic Extension Bureau, Chicago, Ill., and formerly division freight agent, Bradford, was in the city, greeting his many friends, who were glad to see him once more among them.

ROCHESTER DIVISION.

Mrs. V. C. Randolph, wife of Master Mechanic V. C. Randolph, and son Jay, of Salamanca, N. Y., have been visiting Mr. Randolph at Radford Hall, Avon, N. Y.

Engineer James J. Salley and Mrs. Salley, of Avon, N. Y., are enjoying a two weeks' vacation at Graywood, Conesus Lake.

A proposition is under consideration in regard to electrifying the Erie R. R. running between Avon and Conesus Lake, within another year, as the traffic between Rochester and this famous lake resort during the summer months this year, has been greater than usual; and should this project be carried out it would afford much benefit to the Conesus Lake Cottagers' Association by later train service than the present schedule, leaving Rochester at 4:50 and 5 o'clock p. m. Many of the business men of Rochester, who own cottages at the lake, being unable to leave daily at such an early hour, and traffic between Rochester and Conesus Lake on the Erie R. R., would increase by a large percentage.

An inspection train was recently run over the Rochester Division and branches, and the Bath & Hammondsport R. R., comprising the following officials: Vice-President J. C. Stuart, General Superintendent A. J. Stone, General Mechanical Superintendent W. Schlafge, Mechanical Superintendent A. G. Trumbull, Superintendent of Stores H. S. Burr and Division Superintendent E. I. Bowen.

M. of W. Clerk H. P. Trimmer and wife, of Rochester, N. Y., are taking their annual vacation:

Mrs. James Brennan, wife of Conductor James Brennan, and children, of Avon, N. Y., are visiting at the home of Mr. Brennan's sister in Lyndonville, N. Y.

Division Storekeeper S. E. Knapp, of Avon, N. Y., is at present spending his nights at McPherson Point, Conesus Lake. "There's a reason for it."

Rudolph Carlson, division storekeeper at Cleveland, Ohio, and a former dvision, storekeeper of the Rochester Division, together with Mrs. Carlson, is spending his vacation at the home of his wife's parents in Avon, N. Y.

John E. Fitzgerald, foreman car repairer at Rochester, N. Y., was recently appointed general foreman car repairer of the Rochester Division and branches, with jurisdiction over the Bath & Hammondsport R. R. Mr. Fitzgerald has been in the service of this company for the past thirty-five years and is fully qualified to fill his new position, and is justly deserving of this promotion.

DELAWARE DIVISION.

Chief Train Dispatcher M. H. Hanrahan has returned from a week's vacation in Buffalo and vicinity.

Some well-meaning soul has ridden himself of the information, that our far-famed signal supervisor was seen in a jewelry store examining diamond rings. Let us hope for the best.

Dispatcher J. H. McGuane spent an enjoyable vacation in Susquehanna, E. D. Van Akin covering his trick.

Another recruit was initiated into the "Mysterious Order of Fisherman's Luck Society," when Mr. J. H. Garrison, of Superintendent Baldwin's office force, spent two days in learning the ropes. According to Jack's tale, the fish could not wait for the line and hook, but clambered into the boat without aid.

Telephone Inspector B. R. Ticknor spent a ten days' vacation in New York City.

Bell Line Repairer R. W. Fordyce reports an enjoyable vacation in camp along the Susquehanna River.

J. H. Bauman, chief clerk to General Yard Master Glazier, was appointed night yard master in Susquehanna West Yard, his position being filled by one Thomas A. McMahon, late of the New York Division. Welcome home, Tommy.

Joseph Creagh resigned his position as night bill clerk in the yard office, Susquehanna. The vacancy left by his resignation is being filled by Clarence Dunn.

A new floor has been placed in the Y. M. C. A. game room.

Mr. Frederick Trayboldt, day caller at Susquehanna, known as the "Bwano Tumbo" of the Delaware Division, recently spent a day at Starrucca, frog hunting.

Jno. W. Gibb, clerk in Superintendent Baldwin's office, has returned from an abbreviated visit to New York City.

The reorganized Erie Quartet, composed of notorious Delaware Division employes, wish to place their services at the disposal of the public. N. B. Kindly dispose of them as gently as possible.

Sergeant C. E. Graffius, physical director in the R. R. Y. M. C. A., has returned from a visit to Silver Bay, N. Y., where he refused a more remunerative position in a Y. M. C. A. in the Philippines, to return to Susquehanna.

One of the favorite sayings of Philosopher W. H. Lent, Delaware Division conductor, is "Do you believe in the complete destruction of the human race." This is to be adopted as the password of the Turtle Club, which Signal Supervisor J. P. Krieter is making efforts to organize.

Sunday, August 25th, saw the departure of W. H. "Dolly" Holmes, stenographer in Train Master Barnes' office, for Salamanca, where he has accepted a like position with Superintendent Hawley, of the Allegheny Division. The good wishes of his many friends at Susquehanna accompany him to that far corner of the universe.

HORNELL SHOP ITEMS.

The fire trophy is now resting on a pedestal in the Master Mechanic's office at Hornell, and it looks quite natural. We feel as though the trumpet were back home, as Hornell won the trophy in 1906 and repeated in 1912.

Master Mechanic Laizure and his family have just returned from a visit to the former's parents and their relatives in northern Ohio.

Storekeeper Karl is rejoicing over the arrival of the stork, which left at his home a little "stenographer."

There was much rejoicing among the employes recently when an order was received to increase the working hours to 10 hours per day.

We are all pleased to know that Mrs. L. J. Malcolm, wife of our Roundhouse Foreman, who had the misfortune to break her ankle, in July, is able to get around now with the aid of crutches.

Warren Pierce has been transferred to Leading Man on the Coal Pockets, in place of C. E. Burlingham, deceased.

Mr. A. H. Callahan, our Machine Shop Foreman, has the sympathy of all in his sad bereavement in the loss of his infant daughter.

Electrical Engineer, Eisenhauer, paid Hornell Shop an official visit recently.

The work is progressing very rapidly on the Ice Houses which are being erected at the new fast freight yards. Owing to an increase in business and limited facilities, it was necessary to abandon the old ice houses and replace same by a modern plant in the new fast freight yards.

Our General Foreman Wiper, W. F. Forbes, is very much dissatisfied to think that all the circus managers slighted Hornell during the season of 1912, which put him to considerable inconvenience, on account of having to travel several hundred miles in order to get a glimpse of the White Elephants. Mr. Forbes was recently offered a position by the famous Barnum & Baily shows to act as inspector of elephants purchased for said show.

Erie Shop Hose Company, Champions of 1912, recently made a trip to Galeton on the invitation of the Chamber of Commerce, and participated in a Fireman's Tournament. They also gave an exhibition run and were presented with a handsome trophy.

The Erie Shop Hose Team, since bringing home the "bacon" from Huntington, seem to be very popular with the surrounding towns as, wherever there is a Fireman's Tournament held, they have received invitations to participate and give exhibition runs; the last one was from Bradford, Pa., and was held on Labor Day.

MAHONING DIVISION.

Miss Dorthia Q. Dean, telegraph operator at Sharon freight station, and Mr. Morgan Jenkins, former night ticket clerk at Youngstown passenger station, were married at the bride's home in Warren, Ohio, Saturday, August 24th, and left for a honeymoon trip up the lakes.

Train Baggage Masters J. G. Rowe and W. T. Alexander, were passing the cigars during the middle of August in celebrating the arrival of a daughter at the former's and a baggage master at the latter's home on August 7th and 8th respectively.

BUFFALO MACHINE SHOPS.

George Schuster, box packer at this shop, recently went on a trip to Chicago. We understand he attended the box packers convention.

Fireman, J. F. Courtney says he had just one dollar too much, so he said "I guess I'll get a marriage license for that." Mr. Courtney recently joined the ranks of the benedicts and all the boys wish him the best of success.

Patty Moore was recently presented with a basket of lettuce by one of his friends. Patty thinks it was Heine Burgstahler, but he is not sure; however Patty says thanks to the fellow who presented the shamrocks.

Andrew Geyer, carpenter at this shop, recently joined the Order of Woodmen of the World. Keep up the good work Steve, you'll get some more.

Miss G. A. Meehan, stenographer at this shop, recently spent a day at Crystal Beach and reports having had a most "delicious" time.

In last month's issue of the magazine, appeared an item stating that Pete Becker was presented with a pocket looking glass by one of his fellow workmen. Phil Kane you're next.

William Siler, pipe-fitter, spent a few days at Ithaca, N. Y. Bill says the potato crop looks good.

MEADVILLE SHOPS.

A conference of Erie officials of the mechanical department and G. P. Robinsen, Assistant State Inspector of the Interstate Commission, was held here. The conference was held at the request of the Erie people, in connection with the great amount of betterment work now under way. The meeting was harmonious and Mr. Robinsen will make a report that will be mutually satisfactory.

Mr. Edwin C. Chenowith, Assistant General Mechanical Engineer for eight years, has resigned. Mr. Chenowith was recognized by the men of the Erie as one of the best men in the engineering department of the system. Genial, affable, and courteous to all employes, his departure is greatly regretted.

Mr. and Mrs. Chenowith have been very active in church work, regular in attendance, and the breaking of relations there will be keenly felt. The good wishes of many friends attend them wherever they may locate.

A local paper had the following item recently:

"Railroad journals are complimenting the Erie Railroad shops of Meadville on the quality of work turned out. The Meadville shops can always be depended upon for good work." **What do you know about that?**

Mr. Turner, Vice-President and General Manager of Bronze Metal Co., visited the shops and foundries of the company.

Assistant Mechanical Superintendent Fitzsimmons, accompanied by the General Foreman of Boiler Makers, Mr. Patrick, spent several days at the shops in August.

Thomas Kulun, Foreman of the local boiler shops, received a severe scalp wound by a ladder falling upon him by too sudden movement of the electric crance. He has been confined at his residence for several days and expects to resume his duties, ere long.

George Lang, the veteran diesinker, has been seriously ill, but is slowly recovering. His friends wish him a speedy recovery.

Albert Nunn, inspector of machinery, paid the Shops a visit; always glad to see "Al".

Charles Shayne, gas and engine expert, a special apprentice under previous managements, has been transferred to Huntington as Round House Foreman.

John Canaway, machinist, who is interested in Indiana Coal Mines, has just received information that they have struck a six foot vein at a depth of 350 feet; very gratifying to John.

R. A. Loutzenhuser was terribly injured in an unaccountable manner while on duty as brakeman in a freight

train. He was terribly injured and made a brave fight for life, but succumbed. He is survived by a widow and four children, the oldest 8 years old.

Messrs. Leckie, technical instructor of apprentices and Simon Collins blacksmith foreman, are spending their vacations in the Eastern States.

Paul Bitter, gang foreman, visited the National Eyrie of Eagles at Cleveland. He says they roosted high and screamed. Paul is quite a screamer.

The Boiler & Tank Shops have received coats of whitewash and black paint; they were admired by the officials on their recent inspection tour.

Dennis McInery, a graduate of the Erie, visited the Shops, after an absence of 25 years. McInery has, by his own efforts gone from machinist to Chief Engineer in the Maintenance of Way Dept. on the Penn System at Jersey City, N. J.

Joseph Hainen, another good one, now Asst. Sup. of Motive Power on the Southern System, visited the City, but forgot to visit the Shops.

BRIER HILL SHOPS.

T. F. Gorman, General Foreman, has not taken his vacation on account of the rush of business. Expects to take it later.

John Kihm, the well-known night foreman, has returned to duty after spending his vacation at Cleveland. W. R. Fracht, Day R. H. Foreman, is kept pretty busy, but never too busy to visit his best—in Cleveland; reported he is looking for a house.

The Fire Department has returned and report having a fine time at Huntington, but were very much disappointed that they did not bring home the cup, but expect to do better next time.

Had a very hard storm on the 26th inst., had 12 ins. water in R. H., making it necessary to turn engines in 12 ins. of water.

Thos. P. Dwyer, chef of Wreck Crew, resigned his position to accept a position as Switchman on B. & O. He will be very much missed by crew, as he was a first-class chef and an expert on ham and eggs.

C. Humenson, Pipe Fitter Foreman and W. Davison, Boiler Inspector, expert fishermen, have been very successful catching bull heads.

S. T. Kuster, Machinist, has returned from his vacation which was spent at Altoona, Pa. Lawrence and Frank Osborn, Machinists, are spending their vacation in Canada. Wade Tooma, Blacksmith Foreman, is spending his vacation in Milwaukee, visiting his German friends. Ed. Dichant, Machine Foreman, has returned from his vacation, spent in New York.

All departments are very busy, getting ready for winter. At the present time we are turning beteween 65 and 70 engines in 24 hours.

CULLED AT KENT SHOPS.

P. J. O'Dea, who was appointed shop supt. on May 1st, has been transferred to general inspector of the car department, with headquarters at Meadville, Pa. Mr. O'Dea accomplished considerable during his short term as shop supt., although greatly handicapped for the required help, on account of the scarcity of labor. He introduced labor-saving devices and improvements in rear of blacksmith shop, decreasing thereby the cost of production, also increasing quantity. The repair yards and shop surroundings received a general clean-up, making a very presentable appearance. He leaves with the best wishes of Kent shop employes and stores department, who wish him a pleasant and successful future.

Frank Coppard and wife spent a very pleasant week visiting New York City and Niagara Falls.

W. C. Coward, accompanied by wife and daughter, attended the Master Blacksmiths' Association convention, held at Chicago during week of August 19th, and enjoyed the same greatly.

Irving Hardy, of the shop yard switching crew, invested sometime ago in an automobile and his off-duty hours are spent in getting all the pleasure he can out of his machine in sight-seeing and joy-riding.

John Terry and Archie Burr spent a delightful vacation visiting the latter's home at Susquehanna, and surrounding points of interest.

"Dick" Carey is so greatly infatuated with the socialistic doctrine that he will willingly share all his belongings with his fellow-man. In the event of Deb's election, it is rumored, he is slated for the consulship at Liberia.

The Kent shop fire department boys are still all at sea how it happened at the tournament at Huntington. They certainly must have been disappointed, as previous to their start,

they engaged a band to meet them at the train on their return as victors of the tournament. Don't give up Captain Starks, sometime you might land the trumpet.

C. H. Starks and wife spent a few days, recently, visiting their son Carl at Leechburg, Pa. where the latter is employed in a mill as a mechanic.

CLEVELAND SHOPS.

Joseph Palmer, foreman of the tool room with Mrs. Palmer and family, spent his well-earned vacation in Greater New York, Philadelphia, Atlantic City and the Home of his boyhood days, Stroudsburg, Pa. Visiting relatives and friends. They enjoyed a very pleasant trip.

M. U. Fitzpatricks' vacation days were spent at Chesterland Glens, amidst the scenery of that wonderful place of rest. The amusements and social features that were on the program would be too much to put in print.

E. Rennie, stenographer to R. C. Carlson, S. K. Vacation days were spent in Canton, O., with friends and relatives and from the amount of car tickets consumed it is judged he had a good time. Myers Lake, was visited through the courtesy of Mr. Kline of the Grip Nut Co. He made a presentation to all the members of the fire organizations on their recent tour to Huntington, Ind., a very fine picture showing them in their new uniforms ready for the fray. They are very much appreciated by one and all.

Our very popular Store Keeper R. C. Carlson, spent his vacation in Syracuse, N. Y., Buffalo, Niagara Falls and through that great pleasure resort called the Gorge, visiting friends and relatives. He reports one of the greatest trips in his R. R. career. We all judged the same on his return, on account of the joyful greeting he extended us.

Mr. Stewart, vice-president, and Mr. Schlafge, Mech. Supt, and party, paid us a visit on their Inspection trip, which took place a few weeks ago all over the M. D. and Ore Docks and Coal Unloader.

A great many employes in Cleveland in all departments, are greatly interested in the welfare of the E. R. Relief Association. What headway are we making in the way of membership and the financial condition of the Association. It has been months in existence and we are one and all anxious to hear some report through

Will your watch pass inspection tomorrow — or 5 years hence?

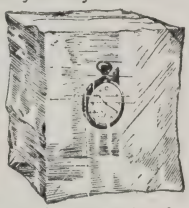
YOU know that the R. R. watch requirements are growing more rigid each year and that your inspector may say "Get a new watch" at any time.

You will not have this constant worry about changes in railroad watch requirements if you buy a South Bend Studebaker Watch, for we insure this watch to pass all railway requirements for five years.

The SOUTH BEND Studebaker RAILROAD WATCH

If the Studebaker watch fails to pass the requirements we must give you A NEW WATCH FREE that will pass inspection.

And we give you a written insurance certificate to this effect when you buy the watch.



The South Bend Studebaker Watch is the most accurate and durable timepiece made. It is built to meet future watch requirements as well as those of today.

Six months are spent in making the parts and constructing the Studebaker Watch. Another six months are spent in testing and regulating. Each watch is inspected 411 times in the making. No Studebaker Watch is allowed to leave the factory until it is a master timepiece.

Investigate the Studebaker Watch Insurance plan—it may save you the price of a new watch.

Enclose 15 cents with your name and address and we will send a gold-plated fob and a copy of the insurance certificate.

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Makers of M ster Timepieces Watch Cases That Excel
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South Bend Watch Co.
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Enclosed find 15 cents. Send me a gold-plated fob and Specimen Insurance Certificate.

Name.....

Address.....

the columns of the Magazine, with the co-operation of our chairman of the Board and our Secretary.

The many friends in Cleveland of Martin Kuppler, labor foreman of Meadville, wish to extend their heart felt sympathy to himself and family, in their hour of trouble, account of his son, brought from Greenville to this city for a very critical operation that took place at Lakeside Hospital, August 22.

FOURTEENTH ST., CHICAGO.

Our office has undergone some radical physical changes; its inside arrangements have been torn out and remodeled to such an extent as to bear no resemblance to its former self, and instead of the several offices in which we have worked for so many years, most of us are now assembled in one large, fine, light room on the second floor.

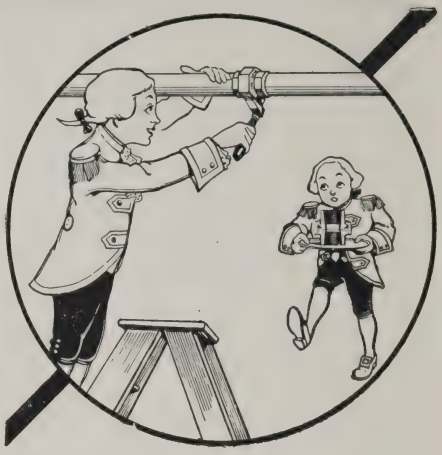
The old Elevator shaft has been closed up and the space it occupied, together with that of the hallway and the Agents old office, has been thrown into the general large working room and new offices for the Agent's accommodation fitted up in the Northwest corner.

The Cashier's office has been remodeled and its occupants are receiving congratulations on its improved appearance. Our new accounting Quarters can't be beat and "Homer" wears the smile that sticks. The O. S. & D. Department has been enlarged and our record rooms put in shape, so that as soon as we can get the old records properly classified, we feel that we can challenge the entire system to show up more perfect ones.

Vacation time is on and the boys and girls are taking a few days off; generally leaving the City for the quiet of the Country.

Make More Money

Employed workmen wanted as agents to sell VANCO, the Perfect Hand Soap and Household Cleanser to railway engineers, firemen, oilers, machinists, mechanics, section hands, repair men, or anybody who wants clean hands. Add $12.00 per week easily to your income. Send 10c. for full size can and particulars. Box 111, The J. T. ROBERTSON CO., Manchester, Conn.



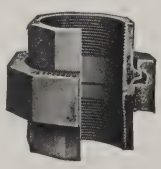
When You Put

Jefferson Unions

on a pipe line, you put that pipe line out of your mind. Every joint is tight and stays tight.

FEATURES

The ring of necessary brass is set in the iron of the female member, protected from pipe contents and the action of rapidly changing temperatures, as well as from danger of jamming by the ends of the pipe. Result —a joint that does not corrode. The brass cannot expand or contract rapidly and cause leaks. Ball shaped shoulder and coarse nut threads permit quick adjustment. Made of the best material, adaptable for use under any conditions.



Send for Bulletin "A" and the new book on the elimination of steam line troubles. Yours for the asking.

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New York Agent

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169 Main St., Lexington, Mass.

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SURPLUS (Earned) $1,000,000

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SAVED STORAGE CHARGES.

Young men with meagre salaries evolve financial makeshifts abhorrent to the moral and physical sensibilities of their opulent elders. Said one young sprig of boarding house gentility to another who expected to seek new quarters upon his return from a two months' trip on the road:

"What are you going to do with all this personal truck that is cluttering up your room? It will cost you anyhow a dollar a month for storage."

"Not the way I am working things," said the man who was going away. "I have purposely refrained from paying board for four weeks, and the landlady will hold my stuff. Of course, I shall square up when I come back and get it again, and in the meantime she will give it free storage."

Lots of things are lost that are never missed, the reputations of some people, for instance.

TRAFFIC MEN WANTED

Are you satisfied with your job? Doing the same things over and over again day after day doesn't get you anywhere. Your pay envelope represents what you are worth to your employer, no more—no less. He values your services only by what you are doing for him.

You have seen other men get ahead of you—men no better educated—men with no more natural ability or personality than you. Did you ever stop to think it over and try to find out why you were still conscientiously doing the same old things in the same old rut while others were getting ahead? Wouldn't it be a good thing to TAKE AN INVENTORY of your situation? Not tomorrow or some later day, but NOW—TODAY?

IS NOT THIS THE ANSWER?

The other fellow is getting along, not because he is more ambitious than you are, but because he is getting or has already secured the necessary technical knowledge required in a better paying position. Then why don't you get it, too?

If you stay long enough with your road and have the opportunity, you get the knowledge through the long, slow, tedious school of experience.

OUR WAY is better. We teach you by mail through our Correspondence Course of Lessons on Traffic Work the technical knowledge that you will require to fill a better position with more pay and more opportunity because you will know all that is possible to teach about this very complex subject. ***It's a short cut.***

The Traffic Manager of every Railroad in the country wants men for his department who are qualified. We know it because every one we talk to tells us so.

The big shippers all have their Traffic Departments and are always on the look out for bright, capable men. Even the smaller business men are waking up to the fact that a good traffic man could stop a big leak in their profits and pay for his salary many times over.

Let us show you how to qualify for one of these good jobs where advancement is sure, and the pay dependent on your knowledge. Send NOW—TODAY—for our **free booklet**

"OPPORTUNITY VIA THE TRAFFIC ROUTE."

NATIONAL TRAFFIC COLLEGE
10 SO LA SALLE ST. Dept. G. CHICAGO

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - - - New York City

☞ These advertisements are FREE to all Erie Employes.

WANTED—Second-hand railway velocipede, motor or hand power. Give full particulars and price in first letter. Have for sale or exchange Yetman Transmitter-typewriter in first class condition. M. F. Baker, Opr., Lock Box 351, Andover, N. Y.

FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

FOR SALE—Almost new bicycle; have had same three months. It is equipped with New Departure coaster brake, double spiral spring seat, also new pair of puncture-proof tires, etc. For particulars address Wm. C. Ryan, 531 Devon St., Arlington, N. J.

FOR SALE or exchange—No. 10 Buda Motor car. Good condition and fine running order. Engine in A-No. 1 condition, 2¾ H. P. Will exchange for motorcycle or any suitable exchange. If you are interested, write Route 2, Box 17, M. L. Hetzler, operator, Mansfield, Ohio.

FOR SALE—Erie watch fobs. The best ever. A perfect watch fob for Erie employes. One that you will appreciate. 50 cents by mail. Address F. L. Cogsil, No. 201 Euclid Ave., Cleveland, O.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

TWELVE beautiful colored postals, every-one different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

FOR SALE—A first-class motor boat in A-1 condition, at a very reasonable offer; it has been in use for two seasons. For full particulars, address or apply, George Watson, 169 Edmund St., Paterson, N. J.

FOR SALE—On account of the recent death of my husband, Edward J. Moore, I offer my house and lot, beautifully located on Feronia Way, in Rutherford, N. J., for sale. House has eight large rooms and bath; also large-sized attic, all improvements, and is in good condition. Lot is 57 x 127. Coop and run for at least 50 chickens. This property is within three minutes of station, and trolley across the street. Must be seen to be appreciated. For particulars, call on or address, Mr. E. J. Moore, 21 Feronia Way, Rutherford, N. J.

FOR SALE—Eggs for hatching, S. C. W. Leghorns, full blooded stock; price $1.00 for 15. Wm. Miller, Dunmore, Pa.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE—Stevens visible-loading 22 rifle new condition, shot about 175 times, $6 with belt. L. W. Michel, Avon, N. Y.

EVERY railroad man is wearing one of the very funny "Daffydil" Pins. It's a hypodermic needle with a black figure bearing out the expression, "Quick Watson, the Needle." Become a member of the "Daffydil Club." Mailed upon receipt of 10c. Maurice A. Newfield, 557 W. 124th St., New York.

FOR SALE—Smith-Premier typewriter nearly new and in fine condition. A big bargain at $25. E. H. Van Patton, Avoca, N. Y.

FOR SALE—Six-room House, lot 75x112, city water, gas, steam heat, fruit trees, grape arbors; everything to make home life happy; only five minutes' walk to station, on N. J.-N. Y. Div. Address, D, Box 58, Westwood, N. J.

OPPORTUNITY—Private lessons in telegraphy to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

PRIVATE lessons in telegraphy to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

FOR SALE:—A few Buff Plymouth Cockrels. "The Blue Ribbon Strain." Price, $1.50 each. W. D. Alspaugh, Agent Erie Railroad, Kemp Ohio. Post Office, Kempton, Ohio.

FOR SALE—An Edison standard phonograph which plays both two and four-minute records; large "Morning Glory" style horn; sixty-three two-minute records and thirty four-minute records, which are all good ones, composed of songs both ragtime and sentimental, band and orchestra selections, funny monologues and minstrel sketches, bell solos, cornet solos and sacred selections. This outfit was bought new by myself from an Edison agent three months ago and cost $63.55. Will sell all for $35.00 "cash." Apply to E. A. Cooper, telegrapher, N. Y. Division, Hillburn, N. Y.

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Surplus and Undivided Profits - $1,745,778.43
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Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail.

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Opposite main entrance to Hudson Tunnels, Pennsylvania Railroad Terminal and Ferries to New York and Brooklyn.

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The latest development of the M. C. B. Coupler

Has "Lock-to-the-Lock," "Lock-Set" and "Knuckle-Opener"

Janney Simplicity

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THE NEW YORK AIR BRAKE CO.

We Offer Reservoirs of All Kinds.

These Reservoirs are riveted to shell or welded to shell. They are furnished with reinforcement at Drain Cock opening on OUTSIDE to permit of thorough draining. When desired, we enamel them inside and outside. See our Circular No. 38.

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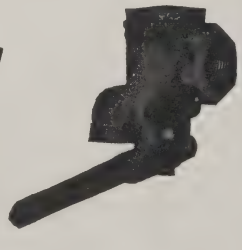
CRANE LOCOMOTIVE

BLOW OFF VALVE



Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

SAMPLE VALVE FOR TRIAL WITHOUT CHARGE

CRANE CO.

CHICAGO

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TIETJEN & LANG DRY DOCK CO.

HOBOKEN, NEW JERSEY

NINE DRY DOCKS

600, 1,200, 2,000
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General Repairs on Wooden and Iron Vessels . . .

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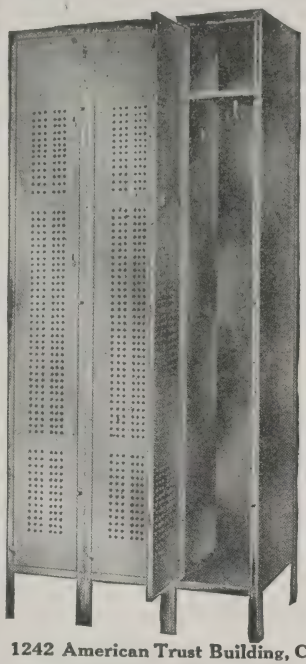

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for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

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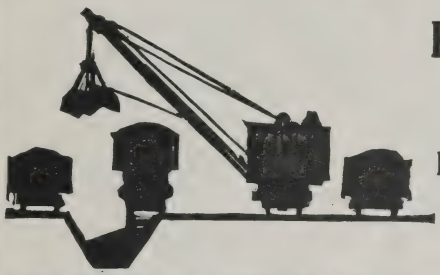

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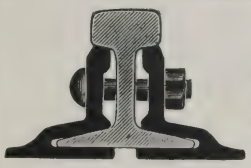

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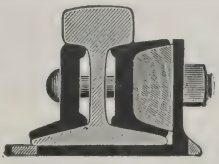

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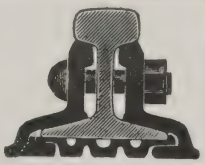

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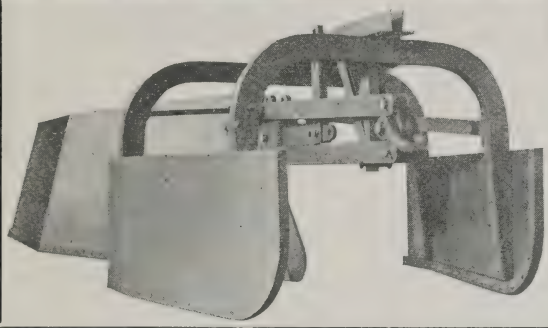

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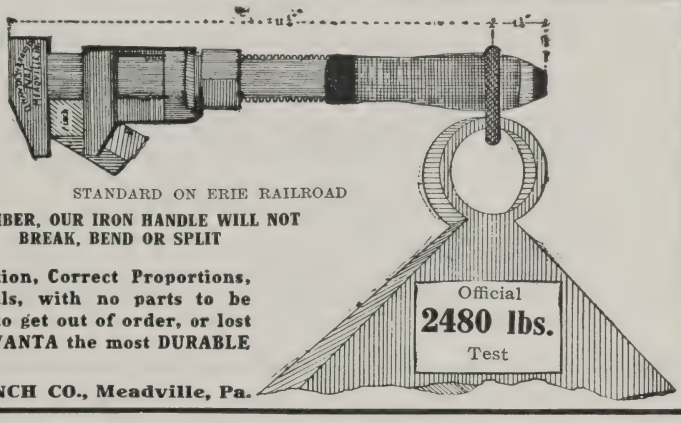

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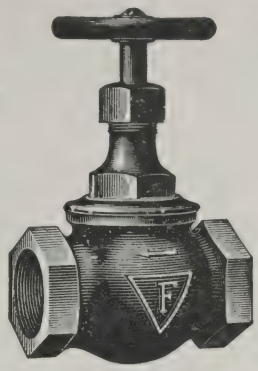

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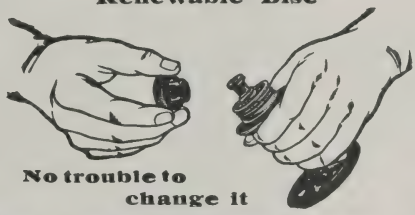

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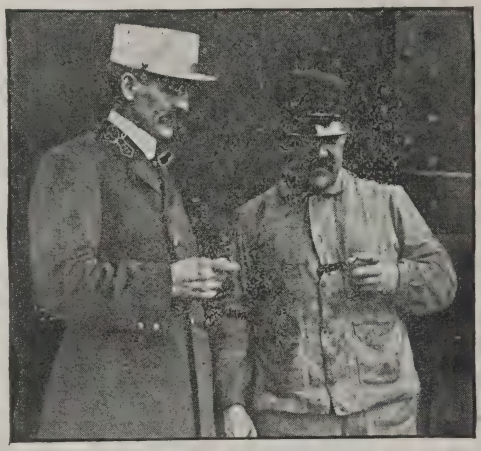

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HOW MUCH	*Address* _____
CASH WILL	*Age* _____
I GET?	*Occupation* _____

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Large Curved Lenses
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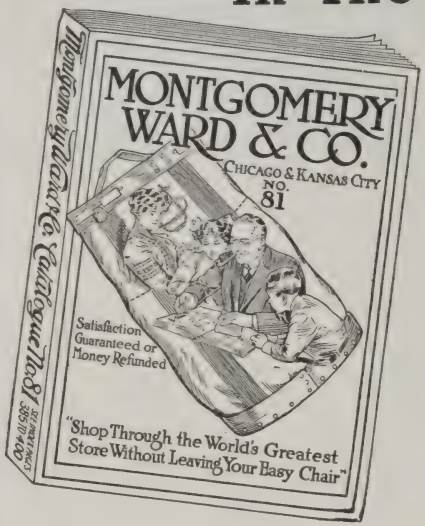

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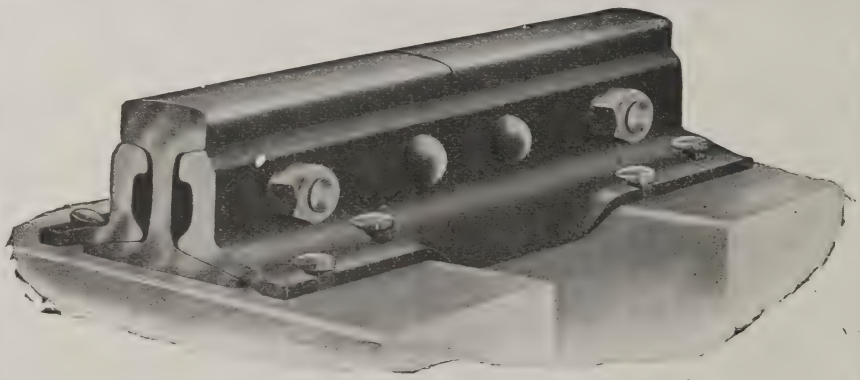

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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

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A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 8. OCTOBER, 1912. No. 8.

A. E. RUFFER.

AUGUSTUS E. RUFFER.

Back in the eighties there came upon the scene at Jersey City, a youth who became an employe of the New York Division office, and he was soon a general favorite with everybody.

This was because he was affable, willing and obliging, and he was hungry for knowledge. These propensities soon won him friends. The name of this youngster was Augustus E. Ruffer, but all hands called him "Gus," and those who grew up with him still know him by that name.

As he absorbed knowledge he continued to grow, and there are not many offices in the Operating Department that he did not take a shy at. Being shifted around a great deal did him a world of good, so that today he is a sort of cyclopaedia of general information, which he carries at his finger's end. He is now assistant superintendent of the New York Division.

It is a great stock in trade for one to have a winning disposition, and if there's a man about the Erie reservation, that fortune has so favored, that man is "Gus" Ruffer. As a boy he was clean and manly, and he has not changed one iota. Success and promotion have not changed him a bit, and today we find him the same old "Gus" as in the days when he ran errands in the dispatcher's and superintendent's offices, just after the present terminal building was erected at Jersey City. And in that building he feels perfectly at home.

Ruffer always had a propensity for thoroughness, and what he attempted he did well. He is a railroad man of the first class, whose friends extend all over the road. They all know him and most of them know him intimately; that's why they will take off their coats for him and go to work under any and all conditions.

The only mean thing recorded against "Gus" is that he once left the road of his early training to go with strangers, and then the boys gave him a fine gold watch to show him how much they disliked to have him leave. He quit to go with the Lehigh Valley as special agent, but after 13 months with the road, whose specialty is the production of black diamonds, he returned to the fold, and now swears he will be a good boy in future and stay where he belongs.

He was born July 23d, 1875, is married, and, having the views of the leader of the Bull Moose party regarding race suicide, is the indulgent father of five blooming children and is glad of it. This is his record.

Messenger, dispatcher's and supt.'s office, New York Division, Oct. 19, 1889, to 1891; asst. clerk to chief dispatcher, 1891 to 1894; clerk, supt.'s office, 1894 to 1896; file clerk, supt. of trans., 1896 to 1898; accident clerk, supt. of trans., 1898 to 1899; special car tracer, supt. of trans., November, 1899, to January, 1902; manifest clerk, supt. of trans., January, 1902, to March, 1903; manifest and asst. chief clerk, supt. of trans., March, 1903, to October, 1904; chief clerk, supt. of trans., October, 1904, to Sept. 1, 1905; special agent, Trans. Dept., L. V. R. R., Sept. 1, 1905, to Oct. 1, 1906; special agent, Trans. Dept., Erie R. R., Oct. 1, 1906, to May 1, 1911; trainmaster, Susquehanna Division, May 1, 1911, to Feb. 12, 1912; special agent, general superintendent, Feb. 12, 1912, to May 16, 1912; assistant superintendent, N. Y. Div., May 16, 1912, to date.

TRAIN RUNS CHANGED.

On October 1st a change was made in the schedule of running the crews of through express trains over the several divisions of the Lines East.

The schedule now in operation is as follows:

Trains 1 and 2, 3 crews, 1 each, on New York, Delaware and Susquehanna divisions; run between Buffalo and Jersey City, with home terminal at Buffalo; trains 3 and 4, 3 crews, 1 each on Allegheny, Delaware and Susquehanna Divisions; run between Salamanca and Jersey City, with home terminal at Salamanca, N. Y.; trains 5 and 6, 3 crews, 1 each on Delaware, New York and Susquehanna Divisions; run between Jersey City and Salamanca, with home terminal at Jersey City; trains 13 and 14, 3 crews, 1 Allegheny and 2 New York Division, run between Salamanca and Jersey City, with home terminals at Salamanca and Jersey City; trains 7 and 8, 3 crews, 2 Delaware and 1 Susquehanna Division; run between Hornell and Jersey City, with home terminal at Hornell; trains 47 and 48, 3 crews, 1 Delaware and 2 Susquehanna Division; run between Hornell and Jersey City, with home terminal at Hornell.

When a girl begins to call a man by his first name, it's a pretty good sign she has designs on his last.

Many a reputation has been blasted without the aid of high explosives.

CHIEF ENGINEER ALTHOUSE.

On September 15th, last, Mr. Howell H. Althouse was appointed chief engineer of the Erie Railroad Company, with office at 50 Church Street, New York City, succeeding Mr. W. H. Harahan, vice-president, in charge of the Engineering Department, resigned.

Mr. Althouse was born at Pottsville, Pa., and graduated from the local High School in 1887. He entered railroad service with the Lehigh Valley Railroad in July, 1889, as rodman, having been, also, levelman. 1889-1892, Lehigh Valley, as transitman; 1892-1894, private practice, Pottsville, in connection with sewer-

HOWELL H. ALTHOUSE.

age disposal plants and other general work; 1894-1896, with Philadelphia & Reading Railroad as transitman; 1896-1897, engineer of sewerage system at Nyack, N. Y.; 1897-1899, with Central Railroad of New Jersey as transitman on construction work; June, 1899, to August, 1899, with Erie Railroad as transitman on surveys at Meadville, Pa.; August, 1899, to October, 1899, transitman at Galion, O.; October, 1899, to August, 1902, assistant engineer on surveys and construction at Galion, O.; August, 1902, to July, 1908, assistant engineer at Cleveland, O.; July, 1908, to Sept. 15, 1912, principal assistant engineer Lines West. On latter date appointed chief engineer.

C. P. PATRICK HONORED.

Mr. Charles P. Patrick, general foreman boilermaker Ohio and C. & E. Divisions, was selected by the Master Boiler Makers' Association, while in session at their annual convention in Pittsburgh, to represent them at the Sixth Congress of the International Association for Testing Materials, held in the building of the United Engineering Societies, 29 W. 39th Street, New York, beginning September 3d, 1912. The Mechanical Department of the Erie Railroad considers this a high honor and compliment to Mr. Patrick, as well as to the Erie Railroad Co.

The International Association for Testing Materials meets every three years, the last meeting being held at Copenhagen, Denmark, in 1909. The object of the meeting is to present and discuss technical papers on the science and art of testing materials, and the properties of material and specification for same.

Many of the most distinguished engineers of the world were in attendance, representing 27 countries. Addresses were made by General W. H. Bixby, chief of the engineers of the United States Army, designated by President Taft as his personal representative; Governor Dix of the State of New York, and other distinguished speakers.

ERIE COURTESY REWARDED.

That conductors and trainmen, by acts of kindness and courtesy to the traveling public, secure for this Company many shipments of freight from competing lines, is again proven in the following instance which occurred recently.

The business manager of a large manufacturing concern in Brooklyn, with main office in Philadelphia, had occasion to go to Honesdale recently, and on his returning to New York, Sunday morning, could not make connections, necessitating a wait of about 6 hours at Lackawaxen. Conductor Lord of the Honesdale Branch consented to try and have Train 4 stop for him, which was done.

He felt that, if Erie employes interested themselves in his welfare to that extent, he would do what he could for the Erie, and accordingly wrote his firm in Philadelphia for permission to route their shipments over our line, which was granted.

This firm's business is of considerable importance, shipments going to many points in the West.

HADN'T ANY TROUBLE.

White—Have you any trouble in making both ends meet?

Green—Not a bit. The end of my money and the end of the week always comes at the same time.

SPLENDID SUGGESTION FROM AN ERIE EMPLOYE.

ON PAGE 398 of the September number of this Magazine appeared an article entitled, "Concerning Causes of Railroad Accidents." It was contributed by George N. Orcutt, Esq., the able general attorney of the Erie Railroad Company, and was conservative and fair from beginning to end. It may be stated, too, that Mr. Orcutt, having spent much of his life at one of the liveliest terminals on the line of the Erie Railroad, and enjoys an almost unlimited acquaintance with Erie men, was in a very strong position to write such an article, for he was familiar with conditions that confront those who are employed in the operating department, and work on the road from day to day. His article, of course, was not written to cover the situation on the Erie alone, for the causes of accidents on the Erie are common on all other railroads.

It is always encouraging to an editor to know that an article has been favorably noticed by a reader, and, in this instance, it is particularly gratifying to be assured that Mr. Orcutt's fine contribution not only has been generally read, but the fruits ot his labor have been found in the fact that an employe of the Erie Railroad writes that he would like to see some action taken toward forming an organization, the aim of which would be to prevent the occurrence of just such accidents as are referred to in Mr. Orcutt's article.

Following is the communication:

"Sept. 17th, 1912.

"To the Suggestion Bureau,
Erie Railroad Co.,
Jersey City.

"I have had in mind for a long time the question of how to prevent personal injury and accidents in general, I have seen so many sad accidents where the loss of life was large, and many a good man with an arm or leg off, making many sad homes, and it seems if more care had been taken, these conditions would not have occurred.

Men take many foolish chances daily when there is no necessity for it, and there should be a way to stop it by some system of prevention. I believe the employes in general must be brought into the matter and educated to the point where there will be an agreement to co-operate with the company; it will be better for all concerned to prevent loss of life, personal injury, protect loss of property and save many thousands of dollars.

"After having read from page 398 of 'Employes' Magazine,' under head of 'concerning causes of railroad accidents' and being deeply interested in the contents of same, I am more than convinced that the time is ripe for giving this subject immediate consideration.

"My plan is for the superintendent to call a meeting of the employes from every branch of the service—engineers, firemen, conductors, brakemen, agents, towermen, track foremen, etc., bring this subject before them, interest them, appoint committees to gather data, plan a means of prevention and put it in operation.

"Let this meeting be held for general monthly conference and reports from committees; term this conference under the head of something like this, Erie Railroad Committee of Safety, or Erie Railroad Employes' Association on Prevention of Accidents.

"If this is once tried, I feel it will develop into an organization that will meet with the approval of everyone, and we will then see the foot notes grow under the heading of the 'Erie Roll of Honor' that is shown on page 407."

In printing this letter a violation of journalistic form has been committed, to wit: the publication of an anonymous contribution, this one being merely signed "Employe."

An exception has been made, however, because, in the first place, the letter contains nothing of an objectionable nature, and the writer's name undoubtedly has been omitted, either through reasons of modesty, or because he might have believed himself to be intruding.

The communication was not sent directly to the editorial sanctum ot this Magazine, but to a division superintendent, who, seeing its value, very kindly forwarded it. He not only saw its value, but advised that committees similar to the one the correspondent refers to have been tried on some railroads, but are a general rather than divisional organization. This superintendent believes that such an organization would be a valuable one on the Erie Railroad, and this Magazine believes that the officials of the Company would welcome it among other organizations that are devised for the general welfare of all

who have the Company's and their own interests at heart.

It has been suggested that the intelligent way of arriving at a conclusion concerning the formation of the kind of an organization above referred to, is to obtain a consensus of opinion. This can be done by inviting employes to send in their ideas.

The pages of this Magazine are now open for a discussion of the subject. Communications will be welcomed, and will be printed, either with or without the signatures of senders, as may be desired, the only requirement being that the name of sender be affixed to his letter, as a guarantee of good faith.

TRESPASS ON RAILWAYS.

(Condensed from a paper by W. P. Williams, Claim Agent, Chicago, Rock Island and Gulf Railway.)

If all the trespassers who have lost their lives upon railway tracks in the United States in ten years ending June 30, 1911, could be called back to existence they would form a city of 51,083 inhabitants.

A majority of trespassers killed and injured are workers. Numbers of trespassers use railway tracks going to and from their work. Figures compiled by Mr. Whiting of the New York Central show that of 1,000 persons killed while trespassing, 489 resided near the place of accident; 273 left widows and children; 68 were fifteen years and under; 340 were sixteen to thirty years old.

Fourteen trespassers are killed every day, 140 every ten days, 420 every thirty days. It is impossible to estimate the annual loss to railways by tramps who pilfer every conceivable article of merchandise from a case of whiskey to a baby grand piano. They frequently build fires in box cars, become disgruntled at being ejected from trains, tamper with switches, place obstructions on tracks, cause wrecks, and not infrequently shoot trainmen who attempt to force them from cars. The vagrancy question has been handled in a crude fashion in most of the States. The practice is to give the tramp or vagrant "hours" and unload him on the next town.

Our public men are chanting requiems over our treeless tracts, viewing with alarm soil erosion, pushing back with an iron hand the speculator who would butcher our coal lands in Alaska. The life-line has been thrown out to muskrats and squirrels. Safeguards have been cast about the birds in the air and the fish in the sea; oysters, dumb and unable to vote, are watched with infinite care. The Bureau of Entomology is spraying hackberries and blackjacks, slippery and other elms; mounted guards are protecting jackrabbits on our game reservations, and yet the United States Government is permitting thousands of its citizenship to be killed and mangled annually without making one move to protect them from their own folly. Magazines and newspapers are periodically informing the public about the terrible butchery on American railways, but seldom state that over 50 per cent of those killed in the United States were not passengers or employes. Trespassing is not permitted upon European railways, either by the higher or lower animals.

I will believe our political leviathans are on the square with their square-deal talk when they deal on the square with the railroads.

HOW ENGLAND DOES IT.

Different? While railway smashers at Washington are advocating legislation to prohibit our railroads from doing anything but a railroad business, the London papers are complimenting a great English railroad on the completion of its huge docks at that city.

These are the largest docks in the kingdom and the King himself attended the opening. These great docks give the railroads easy communication with shipping.

It is curious to note the enthusiasm of our English friends over the achievements of a great railroad, while at the very moment legislators at Washington are advocating an embargo on Panama Canal traffic by steamships owned by railroads.

PAT'S PRESENCE OF MIND.

Mike—I hear you got some money from the railroad on account of your accident.

Pat—Yis, I did very well. I got $300 for myself and $2,000 for my wife.

Mike—I didn't know your wife was injured.

Pat—Well, she wasn't, but I had the presence of mind to give her a kick in the ribs as we went over the embankment.

ST. LOUIS, THE GATEWAY TO THE SOUTHWEST.

By H. T. Young, General Agent, Erie Railroad, St. Louis, Mo.

THE Erie Railroad Company's St. Louis, Mo., Agency has jurisdiction over territory as follows: Missouri, portion of state south and east of M. K. & T. R. R.—east of Missouri Pacific R. R. and east of line drawn from Versailles to Missouri—Arkansas State Line. Arkansas, portion of state west and north of St. Louis Southwestern R. R., (Cotton Belt). Illinois, south of line from East Louisiana, on Mississippi River, to Jacksonville, to Litchfield, to Illinois-Indiana Line.

Mr. Young has this to say:

As the fourth city of the Union in population, and the terminus of 22 trunk lines of railroad, St. Louis occupies a commanding position in the world of traffic, especially so as regards the rapidly developing states of the great Southwest. From the earliest days, when all the territory west of the Mississippi River was under French and Spanish rule, this city has been the gateway to that region, and this condition is emphasized more today than ever before with the great arteries of trade having this city as their starting point, and its banks furnishing to a very large extent the capital necessary for financing the crops and making the permanent improvements necessary in the growing regions west and south.

In manifold ways this city acts as the clearing house for its tributary states. Cotton, lumber, wheat, live stock and all the innumerable products of the soil and mine are brought to this market and in return St. Louis manufacturers and wholesalers distribute the necessities of modern life.

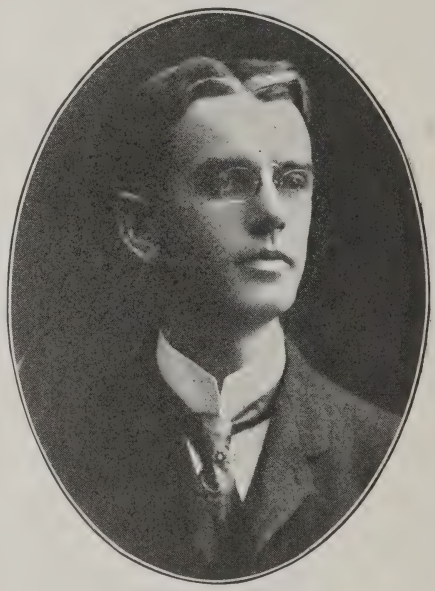
The growth of St. Louis as a distributing centre has been most remarkable. More dry goods are sold here than in any other city west of New York. It has the largest wholesale hardware firm in the world. In the sale and manufacture of boots and shoes it is second only to Boston and at the present rate of increase, confidently hopes before many years to take the lead.

As a live stock and packing center, St. Louis ranks third. Nearly three-fourth of the yellow pine lumber produced west of the Mississippi is sold through St. Louis firms, and in hardwood lumber it claims first place.

The great staple crop of the Southwest is cotton, and in this commodity St. Louis has a very vital interest, one of the two largest cotton dealers in the country being located here, together with numerous smaller firms.

To enumerate all of the manifold industries of St. Louis would possibly be wearisome, but this phase of the question would not be complete without mentioning the names of "Budweiser" and "Falstaff," which add to the fame of the city the world over.

St. Louis has a unique place among American cities, in that the World's Fair of 1904, instead of leaving behind a train of over-building and consequent business depression, as has so often been the case in other cities, has resulted in opening up new vistas of business advancement and higher civic ideals. As a "home" city it stands pre-eminent, and as an exponent of all that is best in civic life and "clean" government, stands supreme among American cities today .



H. T. YOUNG.

The Erie has had a live interest in St. Louis from the earliest days. We are indebted to Mr. Ed. Keane, Assistant General Freight Agent of the Clover Leaf, for many interesting details of its history, Mr. Keane having

entered the Erie's employ here in 1877, at which time the Erie Despatch was operated under three divisions; The Great Western Despatch and Erie and Pacific Despatch, operating over the Vandalia and South Shore Line over the Wabash.

About 1882, the Great Western Despatch was transferred to the Ohio & Mississippi (now the B. & O.-S. W.), to take the place of an independent line known as the "O. & M.-Erie Line," and about the same time a new line was inaugurated operating over the Wabash, known as the "Wabash-Erie Despatch."

On January 1st, 1891, all the various Erie fast freight lines were consolidated under Mr. Innis Hopkins, with title of Agent of the Erie Despatch, Mr. Wm. Heyman, now Foreign Freight Agent of the Lackawanna, being his chief clerk and Mr. Ed. Keane, who had been Agent of the Great Western Division, was appointed Eastbound Contracting Agent.

Mr. Hopkins was succeeded later by Mr. T. J. Skidmore, and in May, 1908, on Mr. Skidmore's promotion to be Foreign Freight Agent at New York, the writer, who had come to St. Louis in 1904, as Westbound Contracting Agent, succeeded him as Agent, and on May 1st of this year, was appointed General Agent of the Erie Railroad, as well as Agent of the Erie Despatch.

During the past three years the Erie has recognized the growing importance of St. Louis by adding to its soliciting force here, a Traveling Agent and an additional Contracting Agent, our present force being three Contracting Agnts and a Traveling Agent, besides two office clerks and a stenographer.

An interesting relic of the early days of the Erie, is a bill of lading of the Erie & North Shore Despatch, issued in 1879, which hangs on our wall. This was presented to us by Mr. P. M. Hansen, Traffic Manager of the National Enameling & Stamping Co., who, in 1879, was bill of lading clerk here.

Competition in St. Louis is very keen. Three of the great trunk lines have their own rails from New York to St. Louis, and in addition every fast freight line and all the ocean and rail differential lines are represented. The latter by reason of their lower rates, handle a very large proportion of the merchandise traffic to and from seaboard territory. For example, it is estimated that over 75% of the dry goods traffic is so handled.

The Terminal situation is peculiar. Up to 1906 all eastern lines had their terminals and freight houses in East St. Louis, and every pound of freight was either drayed or handled by the Terminal Railroad Association across the Mississippi River, causing heavy additional charges and irritating delays.

In that year a readjustment of rates was made, and the entire St. Louis terminal district is now on the same basis of rates to and from all points outside a 100 mile radius. The Wabash, Clover Leaf and Vandalia of the Eastern lines, have established freight houses and team tracks in St. Louis, and as the Erie's through merchandise cars are handled via the Clover Leaf, we have a very decided advantage in solicitation over those lines who still make delivery from East St. Louis.

On carload business, a very large proportion of deliveries are made from the tracks of the Terminal Railroad Association which provides union terminals for all St. Louis lines, and through reciprocal switching arrangement, practically all such service is without expense to shippers and consignees.

Great interest is being shown in business circles with reference to the opening of the Panama Canal, and a revival of the river traffic is being agitated. In the old days the Mississippi River was the great artery of trade, and the St. Louis Levee was a busy place. With the better service afforded by the north and south railroad lines, river traffic, except for local points. has almost entirely ceased and is but a shadow of its former size.

During the past year tentative efforts have been made to use the river once more with varying success, but constant pressure is being brought to bear on the Government to deepen the Mississippi so that ocean going steamers may pass up the river and load and unload at St. Louis docks.

If this ever comes to pass the competition of the gulf ports, which has already to a great extent diverted the export trade of the Southwest from the Atlantic Seaboard, will become felt more and more and foreign traffic from this territory via the North Atlantic ports will cease in favor of the cheaper route.

St. Louis is growing and the earnings of the Erie's office here are likewise increasing. We hear constantly the slogan of our city, "St. Louis has the goods." We desire to make it possible to add an amendment, "The Erie hauls them."

ERIE'S APPRENTICE SCHOOL.

Started first as a sort of experiment, it has come to pass that the Erie Railroad's school of apprentices has developed into one of the important features of the service.

That boys should be educated and be prepared for the battle of life, is a conclusion that all intelligent persons have long ago arrived at. Whether the education be gained at college, or the great American Public School, it should be thorough, and in this connection it will not be disputed, that the latter has turned out so many bright boys, who made their way in life and became prominent in the world's affairs, as to impel the suggestion that a college education is not imperative to any smart boy's future, if the boy possess the ambition and calibre that makes for the goal that means prosperity and happiness.

ARTHUR L. RIEMANN.

This statement is made with due respect for the college course, which, if within reach of the kind of boy referred to, would be a factor for a future even more brilliant.

From time to time pictures of several Erie apprentices have appeared in these pages, together with their drawings, and it has had the effect of attracting favorable comment. Many of these boys, when they first enrolled, believed they would be unable to perfect themselves as draughtsmen, and were honest in telling their instructors so, because they really believed it. But, the instructors insisted that confidence and attention to instructions would result in success. It later developed that those of the scholars who were most insistent as to their lack of ability, turned out to be the most competent in their line of work.

Confidence is the real thing to have, boys, and when you go to work under the kind of practical men that the Erie employs as instructors, success is certain, if the proper application to business is followed.

In order to vary the former rule of showing pictures of apprentices and their drawings, the services of Mr. J. E. Bailey, the Erie's official photographer at Meadville have been enlisted, and he has focused his camera on several apprentices as they appeared at work in the Meadville Shops. This would seem to be the practical way of doing it, showing them just as they look attired in the every-day working clothes of the mechanic.

The above is a picture of Arthur Leopold Riemann, age 20. Mr. Riemann entered the service of the Erie Railroad Company at Meadville shop July 6, 1910, as a patternmaker apprentice. He is a graduate of the Meadville Grammar School. Was employed for a time as a draftsman at the Phoenix Iron Works, constructing general patterns. The picture shows him at work on a pattern in Meadville shop.

WAS GAINING A BIT.

At a Philadelphia club a discouraged musician was speaking to a friend concerning his latest work. He was extremely melancholy. "There's no denying it," he muttered; "I can't compose as well as I did five years ago."

"Oh, yes, you can," said the tried and honest friend to whom he made the confession; "it's only that your taste is improving."—Lippincott's.

ANNUAL MEETING OF THE ERIE EMPLOYES' RELIEF ASS'N.

THE annual meeting of the Erie Employes' Relief Association was held at Salamanca, N. Y., on Tuesday, September 17, 1912. There were in attendance 110 members from the different divisions of the Erie system. The reports of the officers show a membership of 3,400 members, with 350 applications received and on file since the close of the fiscal year, August 31st, 1912, which will bring the membership up to the 3,750 mark, and a treasury balance of $21,148.76 on October 1, 1912.

This Association has had a steady growth since its organization, December 17, 1911, and, if the important and needed changes in the rules which were approved at this meeting are adopted by the members by the referendum ballot, which is required by the by-laws of the Association, and which will become operative in thirty days from the date of sending them out, the Association should double this membership in the next six months.

Mr. M. H. Hardy, of Dayton, Ohio, was re-elected a director from the western district, and Mr. M. Gorman of Salamanca, N. Y., was elected from the Eastern District, both for the three-year term.

The board of directors held a meeting on September 16th for the consideration of all matters that had been referred to them, and a general review of the business affairs of the Association. Three applications for a pension were granted, one of them being the widow of a deceased member, and three applications were taken up for investigation and action.

All of the pensions, except the one paid to the widow, were granted on account of permanent disability, and the three cases under investigation are for the same cause.

Among the most important changes upon which the members will vote by the referendum ballot, is the cutting down of the age limit for membership to 55 years. Employes under 50 years of age, however, are allowed to become members by the payment of a membership fee of $1.00 and a monthly assessment of 1% of their salary each month. Employes between the ages of 50 and 55 years will be required to pay a membership fee of $1.00, plus the accrued assessments for the class in which they will hold membership, from April 15, 1912, to the date of making application, this rule to prevail until the result of the referendum ballot shall be known. Should the result of the ballot fail to establish this rule, it will remain in force until superseded otherwise. The board of directors have endeavored, so far as possible, to deal as fairly and justly as possible with the conditions which have confronted them.

The time wherein employes were permitted to take out membership expired by limitation on June 15, 1912. On account of employes not having had sufficient time to investigate the workings of the Association and acquaint themselves with its operation, this time was extended until September 17, 1912. The action of the members at the annual meeting, September 17, however, provides no time limit when employes may become members, under the age of 55 years.

The board of directors, however, decided to act in conformity with the old law, which permitted them to extend the time for accepting applications, and it was decided to accept all applications under the age of 50, and between 50 and 55 years of age, subject to the rules under which this privilege is granted by the new rule.

The board of directors have been governed entirely by the expressed wish and action of the members at the annual meeting, and in the event of the rejection of the proposed changes, as to the age limit, have set the age limit at 55 years, which is the same as the proposed new rules, which, by the ballot, will be established and announced by the board.

The authority for this action is fully provided for in the book of rules, by which they are now working, and can only be superseded by the result of the referendum vote, the decision of which will become operative on the date of the canvass of the same.

The board of directors, in any case, will have the authority to establish the rule for the guidance of the Association.

To provide for any contingency which may arise, as a result of the referendum ballot, which would affect the rules and rates, the board of directors made the following decision, to-wit: That all changes made in the age limit and the amount of membership fees in all classes, as provided in the new rules, and which were approved by the members at the annual meeting on September 17, shall be in

force on and after September 17, and same shall remain in force until declared adopted by the referendum vote; in any case these rates and rules shall prevail until superseded.

Official announcement of the result of the ballot will be made as soon as the votes are canvassed, and will be made through division officers and other public sources.

The Board also organized for another year by electing C. W. Everts chairman and F. N. Hall secretary.

The members are to be congratulated upon the healthy growth of the Association, and its bright prospects for the future. The Association is well officered, and the interests of all members are carefully safeguarded.

The Erie Employes' Relief Association, which is purely a mutual benefit organization, has a place already in the ranks of Railroad Societies. It has no compulsory features, and is composed entirely of employes of the Erie system in all departments of the service, from top to bottom.

The fact that it has grown to its present membership is evidence that the Erie employes are awake to their own interests in the matter of looking out for their future welfare.

Come in with us, boys, and protect yourselves.

HENKEL'S SECTION GANG.

The picture that accompanies this sketch is the result of a snapshot taken of one of the New York Division's hustling track gangs, under command of section foreman C. C. Henkel.

HENKEL AND HIS GANG.

Henkel, by the way, is a student of this Magazine, and writes in that he has read every copy of it since publication began; also, that he has a complete file "from Vol. 1, No. 1, to date."

He said in his communication, that he had noticed pictures of shop men, train crews, office forces, etc., in the Magazine, and thought the Mainteance of Way Department should be represented, and that's why he sent in the accompanying picture of Section Gang No. 3 on the Bergen County Short Cut, with authority to publish it, if found desirable.

The headquarters of this gang is at Ridgewood Junction, within hearing of the banjo of Professor Emerson Horton, towerman at that important point, when he feels in the humor to pick the strings.

That looks like Henkel standing on the front end of the hand car, next to the man with the tall hair, and the boys say he is a rattling man to work for.

THE HARRIMAN MONUMENT.

The final act in the work of establishing the monument at Harriman, N. Y., to commemorate the sending of the first train order by telegraph, has been closed in the issue of a handsome pamphlet giving a history of the movement, its execution and its completion.

The story is an extremely interesting one, and it covers the project from its conception in 1910 to the dedication of the monument May 2, 1912. It contains portraits of the committee having the matter in charge and of those who took a prominent part in the dedication exercises. A portrait of Mrs. George S. Minot, of Brookline, Mass., niece of Charles Minot, whose progressive ideas and achievement the monument commemorates, is also shown. Among the other pictures are two of the monument and two taken of the assemblage at the dedication.

The pamphlet is artistically gotten up and copies are being sent to the subscribers to the fund as a record of the work, and as such it will undoubtedly be highly valued by them. It contains a list of all the contributors and closes with a financial statement of the Fund Committee.

THEY HAD THEIR USE.

"Why do you have those glass cases with the axe, hammer, crowbar and so forth on these cars?" asked a traveler on the railroad going to New York.

"Oh, those are put their in case any one wants a window open," replied the facetious man.

THE PROPER WAY TO HANDLE WORK TRAINS.

THE Superintendent of one of the Pennsylvania Railroad's most important divisions, once remarked to the writer, who, as a newspaper reporter, called on him for interview, on an occasion when a passenger train went into an open draw, through its engineer mistaking a signal; "It's too bad that such accidents do occur, with all the measures taken to prevent them, but it convinces me, that, as long as railroads are run by human agencies, absolute immunity is impossible."

The Superintendent thought well before he committed himself, but he told the truth. Railroads cannot be operated without accidents happening, but it is fair to state, that most of them can be avoided, if those responsible for the running of trains, will combine common sense and good judgment, with a strict observance of rules, as they are intelligently set forth in a book distributed to the men in the train service for their information.

It has been said that when railroads issue books of rules to employes, those whom they govern are supposed to use judgment in obeying them. That is all true, but it has been proved over and over again that when discrepancies occur, either poor judgment, or no judgment at all has been used.

The purpose of this article is to state, that the Erie Railroad of late, has had several serious accidents and collisions with its work trains. They have occurred within the past three months, and the painful part of it is, that none should have occurred at all, had instructions been obeyed and proper precautions taken to prevent them.

It happens to be a condition at present and will continue for the greater part of the next two years, that the Erie Railroad is carrying on a large amount of double-tracking on the Lines West. This entails the necessity of running work trains in number; in fact, they are very numerous. It requires careful thought and unerring judgment to keep them moving so as not to delay the work, and, at the same time keep out of the way of trains on the regular schedule. It has developed that this has not always been done, and the result was, that accidents have happened involving damage to motive power and rolling stock, that might have been avoided, had the rules been obeyed, or even good judgment used.

While this double-tracking is going on, work trains must take advantage of every minute between trains in order to accomplish anything. All trains must expect to find these work trains at points indicated in the "31" orders and by the flagman, and not assume that they are not there, because some other train has recently driven them in.

Here is what actually happened, causing an accident. A work train, with work train orders, was unloading ballast between stations, having flag out at the station in both directions. The flag stopped all trains, giving them exact location of the work train. In addition a "31" order giving location of train by mile posts, was given to all trains, when they were permitted to proceed on caution block. It would seem that these precautions were sufficient to prevent accident, but the engineer on one train *assumed* that the work train would not have time to get out after a passenger train, which had recently passed them, before he (the engineer), could reach the station. The work train was unloading ballast on a curve which passed through a low cut. The engineer applied the air approaching the cut, but as he could not see the caboose of work train over the bank, he *thought* they were not there and released his air moving at a speed of 10 to 12 miles per hour. Immediately after releasing the air he saw the caboose, but as his air was gone, he could only reverse his enginee in an attempt to stop, which was not sufficient to prevent the accident, which badly damaged both engines and demolished a caboose.

The point to dwell on is, had the engineer stopped before releasing the air, and not assumed that the train was not there, this accident would not have happened. It could also have been avoided, had the conductor of the work train taken the extra precaution of sending another flag a short distance around the curve to warn the engineer of his exact position. This should invariably be done when working on curves.

Another evidence of an avoidable accident, that was made unavoidable, through carelessness, is as follows: It was very similar to the one above described, only that work train was on straight track, the engine ap-

proaching having clear view of one-half mile. This engine had no cars, was stopped by flagman two miles East and given exact location of work train, and was running on caution block.

Investigation developed that fireman was driving the engine and running at speed of 40 miles per hour, when they came in sight of work train. The air was put in emergency, but the speed was so great, that stop could not be made before striking work train, resulting in damage to equipment amounting to $1,800.00. This accident was caused by non-observance of instructions and reckless running on caution block.

A third accident, resulting in fatal injury to an employe and doing extensive damage to equipment, was caused by guy rope, which holds boom on rail derrick, breaking while work train was moving, permitting the boom to swing out, striking a telegraph pole and derailing the derrick. This accident would not have occurred, had the derrick been properly inspected. All appliances of derrick cars should be thoroughly inspected by the derrick engineer, and those in charge, each time it is used, to prevent possible injury to the men and damage to the car.

In view of what has been stated here, every man identified with the train service on the Lines West, should make a special effort to avoid the pitfalls into which others have fallen, as a result of carelessness and not observing the rules. While the double-tracking is going on no man should take things for granted, nor assume conditions are different from what they really are, but should know positively, that the tracks are clear and unobstructed, before a move is made, and then have trains under absolute control, for the facts elicited on investigating the above accidents, were, that they were caused by carelessness and disobedience of instructions.

PERTINENT "DON'TS."

Don't fail to be efficient parts of the transportation system.

Don't hesitate to do the right thing; it pays.

Don't neglect the little things in the performance of your duty. Little things make big things, and unsatisfactory results follow.

Don't get excited; take things cool and calculate well; know what you are doing when you do it; always remembering the old adage, "More haste, less speed."

Don't think that it is not necessary to use your head to save your heel; a level head commands attention and respect.

Don't fail to report defective or improper condition of way, structures, equipment, machinery, tools or appliances.

Don't resort to improper methods of work or operation.

Don't forget that no safety appliance is safe in the hands of an unsafe man.

Don't think because an accident has not happened, that it won't happen.

Don't neglect to give the new man a show; we all had to learn the business.

Don't be careless, thoughtless or reckless, for it means injury sooner or later to yourself or others.

Don't take anything for granted; know the way is clear before proceeding.

Don't hesitate to say, "No, I thank you." You will feel better the next day.

Don't be discourteous; diplomacy and tact bring results and co-operation.

Don't forget that the railroad must run three hundred and sixty-five days in the year; therefore, don't be a quitter; stand up to the rack and take your medicine like a man.

Don't turn back when the wind strikes you in the face; you can't always have the wind at your back.

Don't be indifferent in your work; your bluff will be called sooner or later.

Don't forget that you are responsible for the safety of others, as well as yourself.

Don't take chances; the lives and limbs of human beings are at stake.

THE SERGEANT'S STRIPES.

"My boy," said a police sergeant to a patrolman, "you used to say I was lazy." Then the sergeant bent his arm. "But look at these stripes, my boy. I didn't get these by loafing on the corners, eh?"

"No, sarge," the patrolman answered with a sour smile. "I knew you didn't get them in that way, or you'd be a zebra by now."

It was David who said in his anger that all men are liars. David must have been something of a fisherman himself.

ERIE'S CONSCIENCE FUND.

The Erie Railroad is occasionally in receipt of queries from persons, that have stolen rides on trains, and later in life, when these persons have become converts to the religious cause, they concluded to square the account with the Railroad Company, and addressed letters to its officers, sometimes enclosing money, and again asking how much was owing, so that they could remit.

The amounts due the Company are never large, but the spirt that prompts these delinquents to square themselves is pleasing to note, and indicates that, even the seemingly hopeless among men, sometimes become reformed and are able to hold their heads high and stand shoulder to shoulder with other honest men.

A letter recently received by the General Passenger Agent of the Erie Railroad, came from a man in Huntington, West Virginia. It is printed here without the man's name. respect for him leading us to omit it.

Huntington, West Va., Oct. 29, 1911.
General Pass. Agent, Erie R. R.

Dear Sir:—

About nine years ago this winter, while I was working at Hegewich, Ill., I rode a freight train from that point to Pullman Junction, and since then God has so wonderfully saved me from sin, that I feel like making this confession to you, and asking you to forgive me, and also to send me a bill for the amount, and I will send the money.

I realize that I have got to go to judgment, and I want to get the crooked places in my life straight. May the dear Lord bless you.

The amount due the Erie for this ride, was 25 cents, and the writer was so advised. He remitted.

Another case was that of a man who, after a life of apparent recklessness, reformed and became a Christian. He had stolen rides on the Erie as follows: one ride, Barberton to Akron, O.; two rides, Barberton to Akron; two rides, Akron to Galion, O. The total indebtedness to the Erie amounted to $3.65. The man was advised of the amount due, and he remitted. His letter is as follows:

Akron, O., July 17, 1912.

R. H. Wallance:

I write these few lines as a confession. I rode on your railroad as a bum on freight trains, one from Barberton, O. to Akron, O.; two from Barberton to Akron; one from Akron to Galion, O.

I have been living a Christian life for the past six and a half years, and I expect to meet God and I want all things brought to the light and straightened up, so if you will give me the fare, or anyway I can reimburse you, I would be pleased to know. I wrote you as a representative of the Erie R. R., and hope to receive an early reply.

The name and address of this conscience-stricken man is withheld for the same reason as stated above.

Both of these letters were referred to Mr. J. D. Brown, Assistant General Passenger Agent at Cleveland, who replied to them at length, and in a manner characteristic of him.

Another individual, whose conscience smote him, because he had wronged the Erie Railroad by stealind rides on the "Susquehanna R. R. from 1896 to 1908," sent in $25.

Although he must have been impelled by a feeling of guilt in sending in the money, it is paradoxical, that he said among other things in his letter, "I am notifying several officers of your Company about sending you this money. The name on this order is fake. No need to hunt me up. You should be glad to get your money back. Regards to you."

The Christian feeling so apparent in the two foregoing letters, is missing in this one, for, while the spirit of honesty was uppermost in this man's mind when he sent the money, the concluding words of his letter would seem to imply, that he was distrustful of the officer's honesty to whom he remitted.

A WINDOW WASHER'S VIEW.

A window washer was called upon one day to clean the windows of a business concern on the nineteenth floor of a skyscraper in lower Broadday. The cleaner paused in wonderment as he passed through the lines of typewriter operators as they clicked off their correspondence and went to the window and fastened the two straps dangling from his belt to hooks at the side of the window frame. He cast another surprised glance at the men operating the typewriters, and as he swung outward over the dizzy height, his weight sustained by the slender straps, he muttered:

"It's mighty odd how some people do make their living in this world anyway."

THE EFFICIENT AND COURTEOUS RAILROAD MAN OF TODAY.

IF there's a person on Earth, from whom courtesy is expected it is he that wears the uniform of a corporation, that does business with the great and everlastingly active public.

Among other things that have been discovered by the thinking heads of these corporations, is, that courtesy makes an impression on people that is never forgotten, and makes friends who stick.

Today the large railroads of this country are preaching the word COURTESY to their employes and are issuing literature calling attention to its inestimable value, as a business asset. There was a time not many years ago, when a passenger on a railway train would think twice before asking a polite question of a brakeman, for it was to be anticipated that an impolite reply would be received.

The uncouth brakeman, however, has about disappeared from the passenger service of the modern railroad, and the young man of polite manners and clean dress, has supplanted him. In the days of hand brakes and whistle signals, the brakeman was an individual of rough exterior, and still rougher manners, but a change has come about since air brakes were substituted for train control.

The personel of the passenger train brakeman of today rates 75 per cent above his brother of a quarter of a century ago, and it is due, not only to the demands made upon the railroads by the public, but a desire on part of the railroads, themselves, for better conditions in all departments of the service.

An opportunity awaits young men today in railroad life, but the applicant must be bright, clean and possess the winnig faculty of being courteous. A trainman at the present time is as much of a gentleman as any employe on the railroad payroll, and there is an inducement to seek this position, because it leads to promotion, if the man, himself, shows the right qualifications, and is courteous to patrons.

Persons on the outside would be surprised to see the number of letters received by officials of railroads, bestowing praise on some trainman, that had performed a courteous act. These men are easily located by the way the writers refer to the train or its leaving, or arriving time at a certain station, and a notation is made of the occurrence, and the nome of the man that proved himself loyal to the company that gave him the chance to earn an honest living. Never are the men that perform loyal service to a railroad company overlooked, and the day comes sooner or later, and generally when unexpected, when promotion is awarded, without any reason being given.

While it is true that many great men began life on a farm, it is also true that the great men in railroad life—Presidents, Vice-presidents, General Superintendents, and others, began life in the humblest positions railroads afford. Those that have made the American railroads famous, can trace their success back to small beginnings, and it is the experience born of these small beginnings, that has prepared them to assume responbilities that are among the gravest in this land.

On the list are Presidents that worked on the track, worked as brakemen, flagmen and conductors on freight trains, ran passenger trains and were train dispatchers. Others were civil engineers, but all knew before they received promotion, just what hardship and exposure meant, and they have profited by the experience.

None of these officials are of the type that forget the value of courteousness, for they came into the limelight through acts that commended them to the notice of the "Man higher up."

This country has never before known as many painstaking passenger conductors, as at the present time, and its all the result of the railroad companies selecting the kind of material that contains the qualifications inseparable to efficient service.

When railroads were operated in accordance with old-time methods, and a complaint from a passenger about some act of discourteousness received no attention, brakemen were engaged without regard to their fitness for the position. They were simply engaged because there was a vacancy. It is different now, however, because when an applicant presents himself for a position, he must fill out a required blank which contains innumerable questions as to education, habits, and others of vital

importance. The answers are given careful consideration by the Employment Bureau, and if they do not reach the required per cent the applicant is rejected. Otherwise the application is filed and in due time the applicant receives notice to report.

The habits of a young man wishing to enter the employ of a great railroad, is given first consideration; if he be competent to fill the position he seeks and his habits are found to be bad, then he is rejected. If the position he seeks is of the kind that requires him to come in contact with the patrons of the road, whether it be in the passenger train service, on the gates of a terminal station, or in a freight house, where intercourse is had with receivers and shippers of merchandise, he must be a person possessed of good manners and courteous disposition, for the uncouth employe will not do on the modern railroad as it is operated today.

If the young man wishing to become a successful railroader, possesses the qualifications, plus the stamina, and lives the straight and abstemious life, there is an opportunity awaiting him that never looked more rosy, for it is a fact that every railroad in the United States is looking for capable young men whom they are willing to train to fill responsible positions in all branches of the service, and, as referring to the Telegraph Department, some railroads have opened schools in which to train those who would enter the service, with the aim of becoming operators and station agents.

Y. M. C. A. CORNERSTONE.

On Friday afternoon, June 28th, the laying of the cornerstone of the new Young Men's Christian Association Building at Port Jervis, New York, was laid with due ceremony.

This structure, when completed, will be one of the most imposing in the city, and there are several of them of different kinds that would do credit to cities much larger than Port Jervis.

The Erie Railroad has a large interest in the new building, which, when completed, will afford a home for the spiritual, as well as bodily welfare of as many Erie men as may wish to enroll, and all will be welcome.

The cornerstone is quite pretentious. At the upper part is an oval containing a monogram bearing the words, Spirit, Mind, Body. In the centre is the word and numerals. "John—17-21." At the left of the monogram are the numerals "19" and at the right "12."

The building is progressing rapidly, and in the near future will be completed; then Pike Street will be beautified with a structure, whose cost will be $46,000, including lot. It was

CORNERSTONE IN POSITION.

made possible through the generosity of Mrs. E. H. Harriman and the Erie Railroad, each of which contributed $10,000.

GOING BACK TO ADAM.

A parchment roll over a foot wide and nineteen feet long containing the genealogical tree of King Henry VI. is in the Welsh National library at Aberystwith. The work is beautifully executed in tabular fashion of the latter half of the fifteenth century and is illuminated with miniatures, rich capitals and red ornamental letters. The pedigree is traced from Adam, and the particulars occupy a red line of six yards on the scroll. On the left side of the pedigree appears the list of archbishops of Canterbury down to John Stafford and on the right side the list of Welsh princes down to Edward I.—Dundee Advertiser.

WHAT IT COSTS THE ERIE TO SETTLE CLAIMS FOR PERSONAL ACCIDENTS, CAUSED MAINLY THROUGH NEGLIGENCE.

REFERENCE is given to the following claim settlements, with the idea that the information shall be used in disseminating knowledge of such matters to employes interested, for the purpose of educating them to avoid claims from similar causes.

$240.00 paid in settlement of a claim, as the result of injuries sustained by claimant stepping upon the cover of a sewer running around the front of a roundhouse, which cover gave way and caused a fracture of this man's leg. Investigation of this case developed that no regular inspection is made of covering of this kind, and a renewal is not made until a board is found decayed or defec tive. Some one should be held responsible for the examination of covering to sewers, oil barrels and other receptacles, the top of which may be near the surface of the ground.

$700.00 paid in settlement of a claim caused by injuries sustained in the following manner: Claimant was employed as a brakeman on work train, and was instructed by conductor to flag an eastbound train. A wayfreight was signalled, and as the engineer failed to give the customary whistle answer, claimant attempted to board the engine and fell to the ground. Failure of engineer to sound the whistle was due to the fact that they always stop regularly at this place, but the claimant had been in the service only a short time and was not aware of this, and the accident can, therefore, be attributed to inexperienced brakeman, without special instructions, and failure of engineer to acknowledge signal.

$1,000.00 paid as the result of death of a brakeman, which can be attributed to lack of guardrail block. Deceased was running along with the train in the effort to uncouple a car, and his foot was caught between the west rail and end of the guard rail.

A $10,000.00 verdict has been rendered against the company, as the result of death of a brakeman, caused by being caught between a pusher engine and caboose. He was standing in the rear of caboose, attempting to replace a knuckle in the drawhead, which had been previously removed. The pusher stood five or six feet away. By reason of the air leaking off from the train the slack ran back, with the result as indicated above.

$850.00 paid in settlement of a claim as the result of injuries caused by the plaintiff slipping on ice which had accumulated on sidewalk under a trestle, through water dripping from the tracks.

$1,500.00 paid by reason of plaintiff being thrown to station platform through train starting while she was alighting.

Claim has been made, as the result of injuries caused by plaintiff being caught between the wheels of a car and a boulder, which he was attempting to remove from the tracks. These boulders were being loaded by a gravel train, and the accident can be attributed to the brakeman giving a signal to the engineer to back the train before he knew that the gang was clear of the track.

$200.00 paid, as the result of injuries sustained by passenger slipping on ice, which had accumulated on the station platform. This ice formed from water spilled while Pullman and dining cars of the train were being supplied.

$200.00 paid plaintiff engaged as a switchman, who was injured by a wooden wedge flying from a rerailing frog, which was being used to place the car on the track, the weight of which caused the wedge to fly up, and the plaintiff was struck in the face.

$4,550.00 represents a settlement, on account of injuries sustained, as result of automobile accident at crossing. Investigation developed that the machine had been slowed down to five miles an hour, and the chauffeur states there was nothing to indicate that a train was approaching. He claims that when he was close to the track he saw the first car of a draft passing over the crossing, and that it was too late to avoid the accident. Our investigation indicates that there was no one standing on the crossing, and that there were no lights on the cars. It may be possible that there were brakemen riding the head car, but this would not fully protect the situation. It can be conceived as being possible for head car of a draft to pass over crossing at the same instant that a vehicle attempts to cross, which situation can be protected only by placing a man at the crossing in advance of the movement.

THE ERIE ROLL OF HONOR

F. J. Watson, Station Agent,
New York Division.
I. Garrison, Engineer,
New York Division.
L. A. Utter, Operator,
New York Division.
William Bodine, Operator,
New York Division.
T. McCarthy, Track Foreman,
New York Division.
J. L. Howley, Conductar,
Delaware Division (2).
G. B. Mruz, Station Agent,
Susquehanna Division.
J. J. Quinn, Crossing Watchman,
Susquehanna Division.
J. Welsh, Flagman,
Susquehanna Division.
James O'Doherty, Crossing Flagman,
Buffalo Division.
C. W. Cockrell, agent,
Cincinnati Division.
Thomas Grimes, brakeman,
N. Y., S. & W. Division.
H. E. Depuy, agent,
N. Y., S. & W. Division.
Daniel Kelly, Brakeman,
N. Y. S. & W. Division.
L. H. Malone, Engineer,
N. Y. S. & W. Division.

For the performance of an unusual act of loyalty and manly courage, F. J. Watson, station agent at Clifton, N. J., on the New York Division, has been awarded a credit mark. At midday on a recent date, Clifton station was visited by highwaymen. Watson, on approaching his office, after looking after a passenger train, was held up at the point of two revolvers and the money in his possesssion demanded. Instead of handing up he dashed into his office and shut the door as a bullet crashed through the door after him. He then seized his own weapon and gave chase, pursuing the fugitives until he ran them into the hands of the local police, who arrested them. The act of agent Watson was one that has branded him as the "Right man in the right place," and the company fully appreciates the stand he took in saving the theft of a large amount of money. It is believed that the arrest of the two young outlaws will have the effect of ridding Clifton of the holdups, that have been of alarming occurrence at that station of late.

On a recent occasion, while Engineer I. Garrison of the New York Division was handling his train, a broken front cylinder head developed at Croxton. Notwithstanding, with engine 915, he brought train to Jersey City on time. For this good performance a credit mark has been added to his record.

L. A. Utter, operator at Suffern tower on the New York Division, has had a credit mark added to his record for faithful performance of duty. While fifth 78 was passing his tower, he noticed a broken brakebeam on eighth car from rear end, and took prompt action in stopping train, when the defect was remedied, thereby preventing a serious accident.

A credit mark has been awarded William Bodine, operator, New York Division, for discovering and reporting a broken brakebeam on car S. & W. 8010, in train extra 2027, East, while passing "F. X." tower, and having train stopped before an accident befell it.

T. McCarthy, track foreman, New York Division, has had a credit mark given him for discovering a broken truck on car G. T. 6264, while train was passing him, and having car cut out, before an accident befell train.

J. L. Howley, conductor, Delaware Division, has had two credit marks awarded him for splendid service rendered the Company. In the first instance he discovered a broken rail on northbound track at Sinkhole Siding, south of Ararat, Pa., and took prompt action to have defect remedied. In the second instance he discovered a broken rail on northbound track in Carbondale, Pa., yard and made the fact known in time to prevent a derailment.

G. B. Mruz, station agent at Campville on the Susquehanna Division, has been awarded a credit mark. As train 18 was pulling out of his station he noticed a brake rigging down on

milk car 66, and notified conductor, who had same removed.

J. J. Quinn, crossing watchman, on the Susquehanna Division, has been given a credit mark for discovering a brakerod dragging on car C. R. I. & P. 51691 in a passing train, and giving a signal to stop, thereby preventing a possible accident.

J. Welsh, flagman on the Susquehanna Division, has been given a credit mark for efficient service. As Allegheny Division engine 872 was pulling into Hornell yard with train 96, he discovered a brakebeam down on one of the cars. He stopped train and had defective beam removed.

While train 176 was passing over Military Road, La Salle, New York, on the Buffalo Division, Crossing Flagman James O'Doherty noticed a brakebeam dragging under one of the cars. He caused train to be stopped, when defective beam was adjusted, thereby averting what might have resulted in a serious derailment. A credit mark has been added to O'Doherty's record.

A credit mark has been awarded C. W. Cockrell, station agent on the Cincinnati Division. As train 3 was passing his station, he noticed part of the equipment dragging beneath tourist car 1326, and had train stopped. When car was cut out it was found to be in a condition not safe to run farther. The prompt act of Agent Cockrell may have saved a costly accident.

Thomas Grimes was acting as brakeman on extra 64 on the New York, Susquehanna & Western Division, and while his train was working at Moosic, he discovered a bent axle under Erie car 12008, and made a prompt report to his conductor, who had car cut out. A credit mark has been given him.

H. M. Depuy, agent at Vails, on the New York, Susquehanna & Western Division, has been given a credit mark for meritorious service. He discovered a brake-rigging dragging under a car as train was passing his station and had train stopped at Blairstown for examination. Depuy has been given a credit mark.

Daniel Kelly, brakeman on the New York, Susquehanna & Western Division, has received a letter from Superintendent Johns expressing his appreciation and thanks for a recent act of courtesy extended a connecting road. Kelly was at Granton, N. J., and he noticed as West Shore train T. W.-6 was running past that a brake beam was down on one of the cars. He promptly notified the operator at Ridgefield Park, and the matter was attended to. The above thanks were extended on behalf of the West Shore road.

While acting as engineer of extra 60, and in passing over fill near Spring Brook Viaduct, engineer L. H. Malone of the New York, Susquehanna & Western Division, discovered a settling of the embankment at the foot of the fill. He made a prompt report of the matter so that proper action could be taken. For this good service a credit mark has been awarded him.

WAS ONLY A TRAMP.

Once in a while an incident occurs that goes to prove that all tramps are not dishonest, and that possibly of all the men who are rated as knights of the road, some still have in their hearts a lingering of earlier and better teachings so strong that they revolt at doing a mean thing.

Such a case came to notice at the Erie Railroad dining room, Meadville.

The dining room and lunch counter make special rates to railroad men. In order to secure these special rates it is necessary for the railroad man to show his pass and sign a blank. No one would have doubted that the man who came in and ordered some sandwiches was a railroad man. He was dressed like a man who had been out on the road, and carried an air of respectability. Receiving his two sandwiches, he laid down a quarter and remarked to the clerk, "Railroad man."

The clerk did not question him, but shoved out the blank slip to be signed. The man took it, started to write his name, and stopped, hesitating a moment, and then shoved the blank and pencil back with the remark, "No, I'm not a railroad man; I'm just a tramp; I've only got a quarter, but I won't lie for ten cents."

As he started to walk out with his little sack of sandwiches the clerk called to him, "You have forgotten your change." The "tramp" turned back, received his nickel change, and passed out without a word—and it's dollars to doughnuts, that there were tears in his eyes and tender memories in his heart as he disappeared in the darkness.

Time passes so quickly in the routine of business life, that when the Old Man and Gaffney met, neither realized that several months had elapsed since they had a heart-to-heart talk.

But the greetings were very cordial between the Chief and his Right Bower, and as the latter scanned the big office he remarked that the surroundings appeared as natural as when the two had their last long talk.

Getting down to business, the Old Man queried Gaffney as to what he knew about things generally, as he had seen them along the line, and whether he had noticed anything that seemed to him to be irregular, as referring to the good of the service.

Gaffney scratched his head for a moment and replied, "I might state that things for the most part are running smoothly, but I have noticed several irregularities that might be corrected with benefit to the Company. For example, some of our engineers on the Lines West seem to have forgotten that the rule against unnecessary whistling is still active. A complaint from an official of one of the principal cities was received, asking that the nuisance be abated."

The Old Man asked Gaffney if he thought it were possible to make certain careless engineers understand the importance of obeying this order, and Gaffney replied with sarcasm that these men did not seem to appreciate that the good will of the officials of all cities on the line of the Erie Railroad was to be courted, instead of engendering the spirit of ill-feeling, not only against the road, but its officials, by blowing engine whistles unnecessarily, and he added to his statement that some engineers should be provided with nothing louder than the new pop whistles, so they would not try to awaken the dead when signals were necessary.

"And the worst of it is," said the Old Man, "that there is a law against it, but if the Company had a few fines imposed, it would make no difference to these careless fellows."

A man that will be careless in one way will be careless in others," said Gaffney. "In other words, an engineer that assumes the track ahead is clear, without being positive, and then meets with an accident, is the kind of man that would blow a whistle for the sake of hearing the noise."

"And that reminds me," said the Old Man, "that we have had several accidents to work trains on the Lines West, that were easily avoidable, had engineers been sure before going ahead. I refer to the double-tracking now going on in that territory. Two of our engineers met with disaster through disobeying orders. They disobeyed a 31 order besides the warning given them by flagman sent out to protect his train. They ran recklessly while in the caution block. Both ASSUMED that track was clear, despite orders and flagman's warning. The result of these acts of gross carelessness was that sufficient damage was done to motive power and rolling stock to pay for a modern house. I might add that work trains should always protect themselves when using main tracks, particularly on curves, no matter how brief the time may be. You know, Gaffney, that while the double-tracking is going on work trains must dodge in and out, in order to keep things moving, but that has nothing to do with the engineers; they should hold to a strict observance of orders and signals and obey them positively. In that way, and ONLY that way, accidents can be avoided, and the Company saved a lot of useless expense."

"If I may be allowed to go into small matters," suggested Gaffney, "would advise you that on a recent occasion, while passing through one of our terminal stations, I noticed an usher using tobacco while on duty. This is not a large matter, but I'm telling you about it merely because I happened to notice it."

"Oh, but it is not so small a matter," answered the Old Man. "It is one of those things that appear small as compared with larger ones, but the fact that an usher should so far forget himself as to use tobacco while on duty, thereby offending our patrons, not only reflects on him, but on the Company, and it causes unpleasant criticism that is sure to revert on us."

"There are one or two other things that need careful watching," said the Old Man to Gaffney. "My attention has been directed to the pilfering of fruit from refrigerator cars while in transit. These thefts have involved a loss to the Company, which will have to be made good. I would suggest that you advise all freight crews to have a careful watch kept on these cars, and maybe we can stop this practise of stealing. In referring to refrigerator cars, I would direct attention, also, to the fact that fruit has been arriving at Duane Street, New York, in a more or less damaged condition. Try and impress upon the minds of freight crews the importance of handling fruit trains with great care and avoid rough handling, as claims for damage have to be met and paid by the Erie Railroad Company."

Gaffney expressed a determination to have these abuses stopped, if possible.

The Old Man, after engaging Gaffney in this interview, turned to him and said with much good cheer: "I notice that there is a tremendous demand for freight equipment of all kinds, particularly box cars, both locally and on connecting line orders. This means, of course, that the more cars we are able to provide, the more freight we will be able to haul, and take it from me, Gaffney, we must lose nothing at this time, with the heavy expense the Company is shouldering in connection with the improvements now going on. Whatever else happens, tell the boys in all departments where the handling of cars is involved, that the Old Man says to have consignees unload cars at their earliest possible opportunity, so that they may be reloaded and kept moving in the interest of increased earnings."

And Gaffney replied: "Boss, I'll do all in my power to help you out in this."

AT THE SET OF THE SUN.

At the set of the sun,
When our work is done,
With all its tangled web;
When the clouds drift low,
And the stream runs low,
And life is at its ebb;

As we near the goal,
When the golden bowl
Shall be broken at its fount;
With what sweetest thought
Shall the hour be fraught,
What precious most shall we count?

Not the flame of the sword,
Nor the wealth we have stored
In perishable things of earth—
Not the way we have trod
With the intellect broad,
Though that were of precious worth;

Nor the gain we achieved
Through the hearts we have grieved,
And left unhelped by the way;
Nor the laurel of fame,
When, for worldly acclaim,
We toiled in the heat and the fray.

Ah no! 'tis not these
Will give our hearts ease
When life sinks low in the west,
But the passing sweet thought
Of the good we have wrought,
The saddened lives we have blest.

And the love we have won,
And the love beckoning on
From His islands far and dim;
Love out of the light,
Shining into the night,
The night which leadeth to Him.

HAD PRESENCE OF MIND.

He—Our love is opposed and we are destined to be unhappy all our lives. Let's commit sucide and die together.

She—All right, darling. I couldn't live without you.

He—How shall we do it?

She—Don't you think ice cream ptomaines would be about the quickest way?

HORNELL SHOPS FIRE TEAM. WINNERS OF 1912 CONTEST.

Left to right, Back Row—William Tappenden, George Major, E. Kehr, D. McRae, W. Spangler, H. Doyle.
Center Row—F. J. Boyle, W. J. Hearons, foreman; L. R. Laizure, master mechanic; C. Norton, H. DeGroat.
Front Row—J. Leahy; Raymond Laizure, son of the master mechanic and mascot of the team; E. Babcock.

TWELVE men constitute a team of fire fighters, such as the Erie Railroad has upon its roster, but when the annual contests take place for the silver trumpet, the number allowed is but ten.

This year the Hornell boys, for the second time, won the trumpet, they being the only team that have enjoyed that honor. On that account their services have been in great demand at different places where firemen's parades have taken place, and wherever the Hornell boys went they were given a very cordial reception.

Such is the glory of greatness, and these boys having won their laurels fairly and honorably, have been rewarded by having a right good time.

The Hornell team is composed of young men of grit, ambition, integrity, and they take no greater delight than in being prepared for any emergency that may arise in the way of a fire at the local shops, or outside property nearby, which proud feeling may be said to exist among all the fire companies at shops of the Erie Railroad.

The Hornell boys are a fine looking lot, as the above picture shows, and a brief biographical sketch of each will be of interest to all the boys that fight fire for the Company. Master Mechanic Laizure, who knows the boys well, is responsible for the information from which the writeup was gleaned, so it's up to him to stand by what he has said.

Mr. Wescott is a machinist just out of his time. He is a very modest, retiring young man. He is not only a member of the champion Erie hose team, but he belongs to the Erie baseball team that won the silver cup presented by Mr. A. J. Stude to the victors in the Twilight League contests of the season of 1912. The Twilight League was composed of teams from Hornell's various manufacturing plants. He is also one of the famous young men who in the early history of the team attempted to go up a telephone pole with the cart and 300 feet of hose, and would have succeeded, had it not been for the cross arms. Therefore you will see that he "bears his blushing honors thick upon him."

"Jack" Doyle was manager of victorious baseball team referred to. He is an energetic, all-round boilermaker and served his time in Hornell Shop. He is a member of the shop committee. He was born at an early period of his existence and has been living at a lively rate ever since. In the words of De Quincy, "he is one of those who are born with a crazy stomach and a healthy mind." He is often known as "Ginger Up."

Edward Babcock doesn't look as well as his picture, though he isn't bad looking for a man of his size. About 30 years ago a blind-folded stork came flopping into this city, depositing the subject of this sketch in one of our city homes, promising to call again for him the next day. Eyes, weary with watching, long ago ceased

THE HUNTINGTON TROPHY.

to look for that mendacious bird, and have devoted themselves to something better. Now we are glad the stork did not return. Had he kept his promise, the Erie hose team would not now enjoy the inspiration of one of its most valuable assets—his winning smile. Mr. Babcock is night clerk at the office of the engine despatcher. When asked if he had lived in Hornell all his life, replied, "Why no, not yet."

The literary man of the team, as you doubtless suspect, after looking at his picture, is Henry Doyle. The muses have smiled on Henry; most any one would. He reads omnivorously, but he can't remember anything he reads, so he frequently reads the same book three or four times, without detecting it, therefore what he reads is always new to him. He says Harriet Beecher Stowe wrote "The Lion and the Mouse," and that Laura Jean Libby is the author of "Pilgrims' Progress" and "Rock Me to Sleep, Mother." Henry is authority on sporting matters, and can tell the exact fighting weight of Fitzsimmons, and the pedigree of Theodore Roosevelt. He is domestic in his habits, is modeled after the Apollo Belvidere, looks like a machinist, but looks are only skin deep, and does not let his ardent admiration for the fair sex interfere with his working overtime.

McRae blew in upon us from the Allegheny Indian Reservation, but it is not true that he has not stopped blowing since. He is a clever acrobat, baseball player, etc. He took a famous tumble recently at Bradford, Pa., on the occasion of our race at the 200-yard free-for-all in that city. He fell, and after a series of revolutions on the course recovered himself and caught the team before the finish, performing a feat that won the applause of the assembled multitude. Mr. McRae is a firm believer in the simple life, so far as it does not conflict with his own pleasure.

Kerr discovered himself several years ago in Scranton, Pa. He couldn't be born in Vermont, so he chose Pennsylvania for his birthplace. After a time he was privileged to reside in Hornell. The longer he grows, the better he likes it here. In recognition of his sprinting abilities, he is sometimes called "Longboat." It is said that he acquired his great speed and endurance by running alongside the Black Diamond express. One of his accomplishments is to imitate the sound of hail on a tin roof, by the simple process of chewing gum. Kerr came to Hornell to make more victories possible and to learn the blacksmith trade. In both these undertakings he has been eminently successful.

Mr. Spangler learned the machinist trade at Hornell Shops, and found within him the stir of the great spirit of the wanderlust, that finds voice in these words—

"I feel the strength to do and the will to dare,
An outward voyage, I know not where."

He joined the United States Navy and circumnavigated the globe with the North Atlantic fleet. He sings feelingly "Life on the Ocean Wave," and says he could navigate the Canisteo River, if it wasn't so turbulent. He understands the fourth dimension, and is a good machinist.

Geo. Major is much better looking than his picture would indicate, and is one to whom all his acquaintances point with pride. He was ushered into his proud career about 32 years ago. Immediately upon being brought to light he organized a baseball team on Mill Street, which playd on that thoroughfare in season and out of season. Mr. Major is the operator of the interlocking tower on Taylor Street, a place of great responsibility. In this section noted for its fine poultry, no one has finer fowls than has George. From 14th Street to Chicago he is known as "Cream of the Wheat." He was a member of the winning Erie hose team of 1906.

Harold De Groat is a sophomore at the Y. M. C. A. college at Springfield, Mass., where he is preparing himself for a position as physical director. During vacations he is employed in the Erie roundhouse. He is a fine young man, the son of Engineer De Groat, and is 21 years old. As yet he is undecided whether he will in future apply brake shoes, or become a director of athletics in a young woman's seminary.

Probably the most conspicuous, if not the most prominent member of the Erie hose running team is "Joe" Leahy, airbrake repairer in the Erie roundhouse. Like the audience at "Bill" Traver's lecture, "Life Among the Mormons," Leahy is both large and enthusiastic. Mr. Leahy's large bulk is said to be due to large quantities of buttermilk in his dietary. In fact, we believe he was weaned on buttermilk. Mr. Leahy enjoys the distinction of being the fastest hydrant coupler on the Erie system. He is a capable air brake repairer, was born in this country, and is married.

Whether Wm. Tappenden's fame extends farther as a member of the celebrated hose team, or as a Socialist candidate for justice of the peace, with a phenomenal vim, it would be difficult to say. He has been honored by his machinist shopmates by being selected to represent them on the shop committee. He grew up from boyhood in the service of the Erie, is a loyal employe and a credit to the Erie hose team. His favorite motto is: "Which would you rather do or work?"

"When can their glory fade?
Oh, the wild charge they made."

It is doubtful if their glory will ever fade, unless the team is induced by Fred Green to go to Vermont, "rock ribbed and ancient as the sun," to run against the So. Strafford team, when he predicts they will meet their Waterloo. Owing to the mountainous character of Mr. Green's native village, the running course is on a side hill, and the hose carts are built with one wheel 18 inches larger than the other. The So. Strafford Hose Company has rooms over the limburger cheesery, the village prize industry, where it is promised the Erie team will be entertained and treated to a special brew of buttermilk.

OUR HUMAN PROGRESS.

All is action, all is motion,
In this mighty world of ours,
Like the current of the ocean,
Man is urged by unseen powers.

Steadily but strongly moving
Life is onward evermore;
Still the present is improving
On the age that went before.

Duty points with outstretched fingers,
Every soul to action high;
Woe betide the soul that lingers—
Onward, onward, is the cry.

Though man's form may seem victorious,
War may waste and famine blight,
Still from out the conflict glorious,
Mind comes forth with added light.

O'er the darkest night of sorrow,
From the deadliest field of strife,
Dawns a clearer, brighter morrow,
Springs a truer, nobler life.

Onward, onward, onward ever,
Human progress none may stay;
All who make the vain endeavor
Shall, like chaff, be swept away.

BELIEF OF THE ESKIMO.

Eskimos believe that earth and air are filled with spirits. The one drags men into the earth by the feet, from which they never emerge; the other strikes men dead, leaving no mark. They often stop and listen and say that Tuna of the wind is passing by, imagining that the air is full of voices.

THE STOVE COMMITTEE

APPOINTMENTS.

Executive Department.

Mr. George N. Orcutt, general attorney, assistant to President F. D. Underwood.

Mr. Herbert A. Taylor, commerce counsel, general attorney, vice Mr. George N. Orcutt, promoted.

Erie Dispatch.

Mr. Allen Syme, agent of the Erie Despatch at Winnipeg, Province of Manitoba, Canada, with office at 26 Canada Life Building.

Engineering Dept.

Mr. Howell H. Althouse, chief engineer, succeeding Mr. W. J. Harahan, vice-president, resigned.

Mr. Robert C. Falconer, principal assistant engineer, Lines East of Salamanca. He will also have charge of the drafting room and Cement Testing Bureau.

Mechanical Department.

T. W. Walsh, night roundhouse foreman at Kent, O.

Buffalo.

E. H. Tredinnick, boilermaker foreman, vice Geo. Barber, resigned.

David Armitage, locomotive boiler inspector, vice Chas. Wenninger, assigned to other duties.

Susquehanna.

George Tribaut, transferred from general roundhouse foreman to general foreman, vice H. L. Burrhus, transferred.

J. E. Anderson, transferred from roundhouse foreman to general roundhouse foreman, vice George Thibaut, transferred.

J. A. Halloran, transferred from engine dispatcher to roundhouse foreman, vice J. E. Anderson, transferred.

H. E. Perry, transferred from Foreman Car Repairs to Foreman Car Department.

Avon.

A. Biser, General Foreman, vice L. H. Roblee, transferred.

F. E. Buckley, Night Roundhouse Foreman, vice R. Gernon, transferred.

Dunmore.

F. M. Schoonover, Tool Room Foreman, vice H. E. Blackburn, transferred.

William Williams, Assistant Boiler Shop Foreman, Meadville Shop, vice H. A. Lacerda.

A. Nunn has been transferred to Tool and Machinery Inspector, Ohio and C. & E. divisions, vice J. H. Hawk.

F. A. Griffin, General Foreman Boilermaker, Erie Division, vice J. McAllister, **resigned.**

Henry Durtsche, roundhouse foreman, Marion, O., transferred to Kent, O., as general foreman, vice T. H. Koester, transferred to other duties.

Susquehanna Division.

P. G. McDaid, general yard master at Susquehanna, Pa., vice J. G. Glazier, assigned to other duties.

T. Toomey, Acting Supervisor, Sub-division No. 2, with headquarters at Elmira, N. Y., vice W. J. Flynn, transferred.

Cincinnati Division.

W. S. McNeill, Trainmaster, vice J. C. Morris, resigned, account of ill health.

Frank Eberhart, acting trainmaster, vice W. S. McNeil, granted leave of absence, account sickness.

C. B. Mochel, acting chief train despatcher, vice Mr. Eberhart.

Chicago & Erie Division.

L. L. Groshans, agent at Winfield, Indiana, vice Miss M. A. Matthies, resigned.

THOSE LOST DAYS.

"You used to say," she complained, "that you counted that day lost when you did not hear the sound of my voice."

"Yes, I know," he replied, "and I shall never cease to long for those dear lost days."

WOMEN'S BURNING TEARS.

Marks—So when you got home from the club last night your wife was weeping?

Parks—I said nothing of the sort. I said she was crying. It's when a woman is sad she weeps; when she cries she's hopping mad.

ERIE RAILROAD AND THE CALIFORNIA FRUIT TRAFFIC.

NO commodity enters the City of New York, that is more attractive or luscious, than California fruit.

The Erie Railroad is greatest among the carriers of this class of traffic and makes a special feature of handling it with promptness and despatch.

Pier 20, North River, New York, is where California fruit is disposed of, and a perfect system is maintained, in order to get it quickly into the hands of dealers, for it is perishable and must be handled at once after the Erie hurries it eastward from Chicago as "Time" freight.

It may be said, also, that no railroad in existence can teach the Erie anything in handling California fruit, for the Company began carrying it east at a time when the industry of growing fruit in California for the Eastern market, was in its infancy, and today the Erie has representatives on the ground to see that all shipments are properly loaded and despatched from the big Pacific Coast State, where everything is sunshine, fruits and flowers.

On Pier 20, North River, various auction companies do business in the disposal of California fruit, and perfect harmony exists among them. As a result of this harmony and co-operation, a vast amount of goods are disposed of and the prices realized are the best that can be had.

In fact, this is an excellent example of what perfect organization can accomplish, with the prompt service given by the Erie. Mr. W. R. Conwell, Agent at Duane Street, is on the scene bright and early each morning supervising the unloading and display of fruit, as exposed to view on the pier.

As soon as the fruit is sold, Mr. Conwell sees that it is promptly removed to the stores of the buyers.

While Mr. Conwell is attending to his important branch of the service, Mr. Charles F. Case, Commercial Agent at 50 Church Street, whose long training of 54 years with the Erie has given him a firm grip on the California fruit situation, directs the movements of cars and keeps a close supervision over what is going on, and is prepared at all times to be of service to receivers, growers and shippers of California products. When a car of fruit leaves Chicago, the eagle eyes of "Charlie" Case, Dean of the Erie Railroad are constantly on it and he never removes his vision until the fruit has been floated across to New York and is stacked in attractive piles on Pier 20.

This splendid system and organization has made such an enviable repution for the Erie Railroad, that the California fruit growers and shippers, knowing from past experience, that the Erie is the "Old Reliable," even on the far away Pacific Coast, and studies their interests, stand by the road loyally, for they know the Erie is the dependable road and has made good.

MOZART'S MUSICAL MEMORY.

Mozart had a wonderful memory of musical sounds. When only fourteen years of age he went to Rome to assist in the solemnities of holy week. Immediately after his arrival he went to the Sistine chapel to hear the famous "Miserere" of Allegri. Being aware that it was forbidden to take or give a copy of this renowned piece of music, Mozart placed himself in a corner and gave the strictest attention to the music and on leaving the church noted down the entire piece. A few days afterward he heard it a second time, and, following the music with his own copy in his hand, satisfied himself of the fidelity of his memory. The next day he sang the "Miserere" at a concert, accompanying himself on the harpsichord, and the performance produced such a sensation in Rome that Pope Clement XIV. requested that this musical prodigy should be presented to him at once.

THE FARMER WAS WISE.

A shrewd and wily horse trader asked an old farmer one day down in Paradise Alley the price of his sorrel horse. The farmer told him and warned him that the horse had two grievous faults.

"One of them is this," said the old man, "when you turn him loose in the pasture you can't catch him."

"What is the other?"

"I'll not tell you," said the old farmer, "until after you have paid for him."

The trade was made quickly.

"Well," said the old farmer, "he ain't worth a durn after you catch him."

TRAINING FOREMEN.

By T. W. Whitney,

Supervisor New York, Susquehanna & Western, Blairstown, N. J.

EACH fall, at the close of the season's work, we hold what is called a foreman's staff meeting, which includes all foremen in the maintenance of way department. The meetings are addressed by the engineer maintenance of way, superintendent, division engineer and supervisor, and at the close the foremen are allowed to express their views as to the most economical methods of performing all classes of work pertaining to their sections. These meetings have been the means of building a higher standard among the section foremen, as they show the men that the railway company is interested in them and recognizes the importance of their department, which has heretofore been neglected. This stimulates the feeling among the foremen that their officers are the best officers, and their road the best road. When a foreman cultivates this feeling, he works for the best interests of the company and builds up a higher standard on his section. A copy of the minutes of these meetings is sent to each foreman, and they discuss the proceedings with their men.

Each season we make it a practice to employ one man on each section who can read and write the English language, and he is allowed a few cents more an hour. The following year another man is put in the gang and the former one transferred to some other section and classed as an assistant foreman, where it was not possible to pick up a man locally to fill the position. The only way that this plan can be carried out successfully is for the supervisor to be personally acquainted with his men. Some foremen have motives of their own for not promoting men, and unless the supervisor keeps a close watch on the men in the gang, he will be unable to pick out those who will make foremen. Some supervisors are so elevated by their position that they only converse with the foremen. While this is the only proper thing to do when giving directions as to the performance of the work, the supervisor must know the men in the gang if he wants to operate his department efficiently. By mingling with them and showing that he takes an interest in them, they will work when his back is turned, as they know he will give them a square deal. He should greet them with the "glad hand" instead of a scowl. "Molasses will catch more flies than vinegar."

Under the above arrangement we are able to pick a foreman from 50 per cent of the section men, and the average might be still higher if it were not for the fact that not every man will develop the ability to handle men even if he has gained the knowledge of properly maintaining the track.—Railway Age Gazette.

BILL NYE AND HIS COW.

Bill Nye placed the following "ad" in a newspaper of which he was an editor:

"Owing to ill heath, I will sell at my residence, in township 19, range 18, according to government survey, our plush, raspberry-colored cow, age eight years. She is a good milker and is not afraid of the cars or anything else. She is of undaunted courage and gives milk frequently. To a man who does not fear death in any of its forms, she would be a great boon. She is very much attached to her house at present by a stay chain, but she will be sold to anyone who will treat her right. She is one-fourth short horn and three fourth hyena. I will throw in a double-barreled shotgun, which goes with her. In May she generally goes away for a week or two and returns with a tall, red calf with wabbly legs. Her name is Rose. I'd rather sell her to a non-resident."

WERE FAST TRAINS.

An Englishman, an Irishman and a Scotchman were one day arguing as to which of the three countries possessed the fastest trains. "Well," said the Englishman, "I've been in one of our trains running at a high speed and the telegraph poles seemed like a hedge."

"I've seen the mile stones appear like tombstones," said the Scotchman.

"Be jabbers," said Pat, "I was one day on a train in my country, and as we passed in succession a field of turnips, a field of carrots, a field of cabbage and then a large pond of water, we were going that quick I thought it was broth."

ENGINE 724, AS SHE CAME FROM SALAMANCA SHOPS.

RUNS TRAINS 528 AND 531.

At the Salamanca Shops, where "Jock" Davis holds forth as general foreman, and is a great favorite with the boys, there is an engine, whose number is 724.

This fine engine has recently undergone an overhauling at these shops, and when she came out, "Jock" placed his O. K. on her cab, and she went promptly into service.

Her run is on trains 528 and 531, between Salamanca and Dunkirk, and we have it straight, that she has attracted, and is still attracting, a great deal of attention along the line on which she operates. This is due to her fine appearance. I. Hayes is her engineer, and he is seen sitting in the cab. 724 is surrounded by employes of the shops and roundhouse, all of whom were proud to get in the picture.

Looking from left to right on the turntable walk, a man will be seen with legs spread apart and wearing a soft brown hat. He bears a striking resemblance to "Jock" Davis.

MACHINISTS' "DONT'S."

Don't squirt a tablespoonful, or more, out of an oil can to find out what kind of oil is in the can.

Don't say "I don't think that is right, because I never saw it done that way before."

Don't forget to see that your cutting tool has clearance back from the cutting edge below the chip.

Don't take three or four stock (or roughing) cuts, when you can take all of the stock off with one cut.

Don't believe that a man can learn the machinist trade thoroughly in one shop, or in three years' time.

Don't build a machine with castings that have molding sand still sticking to them.

Don't drive a key into place unless you have some means of getting it out again.

Don't use a long neck planer tool when you can get at your work with a short one.

Don't serve an apprenticeship, without learning to dress and temper your own tools.

Don't forget that a universal lathe chuck should be tightened at all of its screws.

NOT TOO PROUD TO WORK.

"Here's a nickel," said a thrifty housewife to a tramp at the door. "Now, what are you going to do with it?"

"Well, mum," replied the hungry man, "if I buy a touring car, I sha'n't have enough left to pay my chauffeur; if I purchase a steam yacht, there won't be enough left to defray the cost of manning her; so I guess, mum, I'll get a schooner and handle her myself."—Everybody's Magazine.

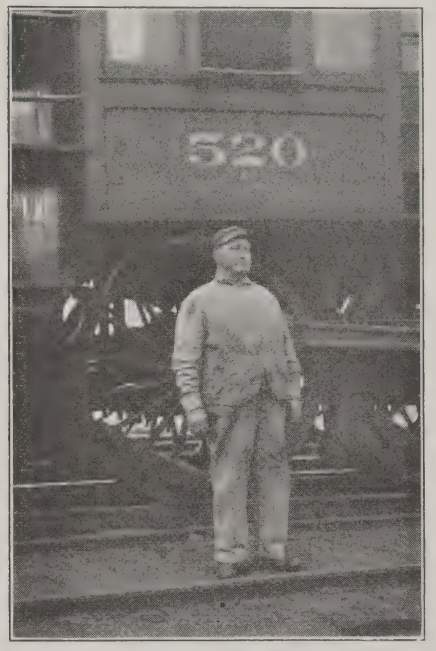
What some men lack in backbone they make up in cheek.

VETERAN ENGINEER RETIRED.

On the 24th of last month Engineer Thomas Clark, one of the veterans of the Allegheny Division, and as loyal an Erie man as ever sat in a cab, was retired from active service, having reached the age limit when retirement is compulsory.

"Tom" Clark is a fine type of engineer—the trustworthy, careful, conservative type, that take no chances, but know all is right, before going ahead. "Tom," as he delights to be called, was born at Oswego, N. Y., September 25th, 1842, and is, therefore, 70 years old.

He had been in continuous service on the Allegheny Division since May 1st, 1870, or over 42 years, and he has an absolutely clear record, having performed all kinds of engine service during this period.



THOMAS CLARK.

Engine 520, which he ran for the past seven years, was his pet, and he kept it in such splendid condition that quite recently his name was placed on the cab. 520, of course, is a Red Spot engine. "Tom" regarded this engine as his own personal property, and he was as proud of her as though she were human. His retirement, therefore, brings feelings of regret, not only because he has quit a well-spent, busy life, but the allurements of the engineer's lot were very dear to him, and he hated to surrender. "Tom" hopes that, whoever is assigned to run 520, he will be a man who will give her the same tender care that she received from him, and that she will continue to render a good account of herself.

In quitting the busy life, "Tom" Clark has the assurance of the lasting friendship of the officials of the Erie Railroad, which he has served so well, and the host of intimate friends that worked with him on the Allegheny Division, all of whom wish him continued good health, prosperity and happiness in his declining years. Happily, "Tom" is a very vigorous man for 70 years.

A pleasant memory attached to Tom Clark's career, was his handling of engine 520 at the time when fuel tests were being made on the Allegheny Division during the summer of 1910. The story of good locomotive management, and careful firing during this period, was told in the September, 1910, issue of this Magazine, and "Tom" Clark and his fireman, Guy Terry, have been given full credit for their part in these tests.

EQUAL TO THE EMERGENCY.

An old lawyer had instructed his client, accused of theft, to weep whenever he struck the desk with his hand. In the ardor of his plea he forgot and struck the desk at an inauspicious moment. His client promptly fell to sobbing with much energy, and the judge turned upon her.

"What is the matter with you?" he asked.

"He told me to cry as often as he struck the table," said the woman, lifting a pair of large dry eyes to the Judge's face as she put down her handkerchief.

A laugh ran round the room, but the unabashed lawyer saw his opportunity.

"It is not possible," he said, when the laughter had subsided, "that any one here can reconcile the idea of crime with such candor and smplicity as this."—Youth's Companion.

WAS OF SOME AID.

The farmer viewed the battlefield by cannon ripped and torn.

"Them soldiers is a help," he said. "They've went and shelled my corn."

FREIGHT CLAIM BOYS WIN.

On Saturday, September 7th, in an exciting game of baseball, H. C. Barlow's Freight Claim Department Baseball Team defeated the team from the General Freight Office, with the celebrated Charles Stoeber, Jr., pitching, by a score of 7 to 6. The feature of the game was the pitching of McCourt of the Freight Claim Department, who struck out 15 of the opposing batsmen, and but for errors behind him would have shut out the General Freight Office team. In the eighth inning the General Freight Office filled the bases, with none out, but could not score.

Following is score by innings:

	1	2	3	4	5	6	7	8	9	Total.	Hits.
F. C. D.	1	0	3	0	0	0	0	1	2	= 7	8
G. F. O.	0	0	2	4	0	0	0	0	0	= 6	4

Errors by the F. C. D., 7.
Errors by the G. F. O., 3.
Struck out by McCourt, 15.
Struck out by Stober, 10.
Bases on balls, by McCourt, 5.
Bases on bolls, by Stoeber, 1.

INVINCIBLE BASEBALLISTS.

On Saturday, August 17th, the general freight office and the Disbursements Department clashed in an exciting game of ball at Carlton Hill, N. J., the freight office boys coming out victors. The winners came from behind, and with as brave a rally as has ever been seen on a ball field, pulled the game out of the fire, with almost sure defeat staring them in the face. Score: G. F. O., 9; Aud. of Dis., 8. The wildness of Hartell in the last inning in issuing five passes in succession, combined with clean hitting and clever base running, won for the G. F. O. boys.

Again on Saturday, Sept. 14th, the G. F. O. boys cleaned up the Disbursements Department. The score: G. F. O., 16; Aud. of Dis., 5. The Disbursements Department was beaten four times by the General Freight Office, and thought if they could get a return game, thev would surely trim them. They had their chance and were beaten worse than ever.

Our boys managed to lose a game to the Freight Claim Department in the ninth inning of a game they had practically cinched. The score stood 6 to 5 in their favor at the beginning of the ninth inning, when Herrmann, l. f., made a muff of a difficult fly. The Freight Office boys had a chance to put the game on ice in the seventh inning, when, with two on base, Reinbrecht bounced a hot one in the pitcher's hands and Lee, who was on third, darted for home; he managed to get back to third safely by a clever piece of dodging, but that counted for naught, as the next man up flied out.

The scores of the three games are as follows:

	1	2	3	4	5	6	7	8	9	R.	H	E
Frt. Clm. O...	1	0	3	0	0	0	0	1	2—	7	4	4
Gen. Frt. O....	0	0	3	3	0	0	0	0	0—	6	7	7

	1	2	3	4	5	6	7	8	9	R.	H	E
Aud. of Dis...	0	0	0	1	0	1	0	0	3—	5	5	4
G. F. O.....	2	3	1	2	2	0	5	1	x—	16	14	2

	1	2	3	4	5	6	7	8	9	R.	H	E
Aud. of Dis...	0	1	1	1	3	0	0	0	2—	8	8	3
G. F. O.....	2	0	0	0	3	0	0	0	4—	9	13	2

The fine pitching of Stoeber of the G. F. O. boys, combined with their clever fielding and timely hitting, is what has won them their games.

A game that was much looked forward to by the G. F. O. followers, and which will probably be the last one this season, was played with the National A. C. of Paterson on the 28th of September.

LARGEST CRYSTAL OF BERYL.

It remained for a Turk, wandering far from his native land, to find the largest crystal of beryl (aquamarine) ever discovered, a long distance inland in Brazil. It was dug out at a shallow depth, transported by canoe to the coast and finally sold at Bahia, bringing the finder, it is said, $25,000. According to estimates, this crystal would furnish fully 2,000,000 carats of aquamarines of various sizes.—Argonaut.

END OF THE HONEYMOON.

It was along toward the waning of the honeymoon that this dialogue took place:

"Are you sure that you love me as much as ever?"

"Perfectly sure."

"And you will never, never love anybody else?"

"Never, never."

"Is there anything you wouldn't do to make me happy?"

"Nothing within the bounds of reason."

"Aha! I thought! You have begun to reason. The honeymoon is over!"

It ain't no snap to keep summer boarders. It is easy enough to get 'em to come, but to make 'em stay is another matter.

ORDER OF THE RED SPOT.

October Membership.

New York. Div. and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Dailey
12	J. M. Hagerty	W. H. Decker
100	J. H. Mallon	W. Nixon, days
	N. Biggs	T. J. Walls, nights
117		
470	A. J. Dillon	Ed. Ritter
473	J. M. Hopper	Vacant
477	D. O'Brien	A. Van Strat
480	T. Fitzsimmons	M. J. Costello
508	B. Walsh	M. J. Gee
515	H. S. Robertson	J. J. Morrison
517	D. J. Ackerman	C. Maaelener
526	W. G. Cole	A. Caufield
591	J. O'Brien	G. M. Clegg
598	J. Walker	E. A. London
610	M. G. Broas	
793	H. W. Smith	A. De Mott
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	F. M. Ferrill	W. M. Merritt
824	C. Voorhis	W. F. Steppler
825	C. Hasbrouck	C. Rickle
826	G. Wallace	G. Eckerson
831	T. Duffy	N. G. Jacobus
833	J. J. Carpenter	J. M. Soop
840	M. White	W. A. Ward
842	E. M. Saunders	G. O. Doremus
848	G. McKinnon	L. Axford
850	W. Van Dine	W. J. Johnson
900	S. F. Ballam	S. F. Dries
917	J. E. Garrison	G. A. Penfield
937	H. M. Palmer	W. H. Pope
938	H. C. Radcliffe	R. Kerr
939	A. Davis	E. J. Mulhall
940	C. Caskey	C. K. Carpenter
950	A. Garrabrandt	J. McCarthy
954	A. Vannoye	J. A. Casey
956	J. O. George	E. Carlough
957	Vacant	W. L. McMann
959	F. Saier	A. Knarich
961	W. Cunneen	T. Connelly
963	C. F. Handy	F. Knarich
964	G. M. Beatty	W. A. Johnson
965	F. L. Sarvent	F. W. Cole
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
974	J. Donnelly	K. O. Wood
1014	C. Landmesser	J. F. Radner
1071		
1455		
2503		
2015		

Susquehanna & Tioga Divisions.

No.	Engineer.	Fireman.
2564	John Haire	B. F. Dailey
	S. E. Mason	J. H. Bly
2565	J. A. Hammond	W. F. Zeltwanger
	S. Mersereau	H. N. Foulke
2566	M. A. Lynch	L. A. Jackson
	M. McCarthy	G. W. Jones
2567	A. C. Van Damark	C. H. O'Donnell
	E. A. Brink	M. D. Peck
2545	G. C. Fletcher	H. Houghtelling
	J. J. Gahagan	S. D. Sharp
518	J. C. Miller	J. H. Graves
	T. Purcell	N. P. Cargill
528	G. C. Redfield	L. M. Wescott
	A. Jordan	I. A. Graves
1643	W. C. Cowgill	A. L. Hendrickso
1362	M. Mersereau	P. J. Canny

Tioga Division.

401	F. Hebe	A. Bunn
402	W. S. Scott	D. O. Smith
1096	T. D. Jones	F. T. Rikeldifer
1275	W. A. Hughes	O. G. Ogden
1241	W. T. Delaney	A. S. Knapp

ERIE EXAMPLE FOLLOWED.

Among the features that helped to make the recent County Fair, held at Huntington, Ind., a pronounced success, was a threshing contest, same being introduced by Manager Ed. Harter, at the suggestion of a gentleman of the name of Oliver Kline.

The threshing match was not to determine which machine was the better, but which thresher had the ability to get the most out of a threshing machine. The contest started at nearly the noon hour, and everybody was on tip-toe of excitement to see who had the better of the contest.

Oats was the cereal used. An amusing feature of the contest was, that the only two entrants were Samuel Schnitz vs. Heber Schnitz, they being father and son, respectively. Each had assistants. When the watch was stopped on the event, it was found that the son had defeated the father, and that in itself, created great merriment.

It is said that the thresher contest was the first held in the State of Indiana. It is also stated that the idea of holding such a contest originated at the Erie Railroad's contest of the shops fire department, which was held on the Fair Grounds at Huntington on July 23rd, last. The excitement attaching to the runs of the fire laddies impelled Mr. Kline to suggest to Mr. Harter that the use of threshers, instead of a hose cart, would create lots of excitement at the annual County Fair, and the idea proved an unqualified success.

The moral to this little story is, that those who follow the Erie idea, generally come out on top.

THE SWIFTEST BIRD.

Though the petrel is swift, the frigate-bird is far swifter. Seamen generally believe that the frigate-bird can start at daybreak with the trade-winds from the coast of Africa and roost the same night upon the American shore. Whether this is a fact has not yet been conclusively determined, but it is certain that this bird is the swiftest of winged creatures, and is able to fly under favorable conditions, two hundred miles an hour. Its appearance near land is thought to portend a hurricane.

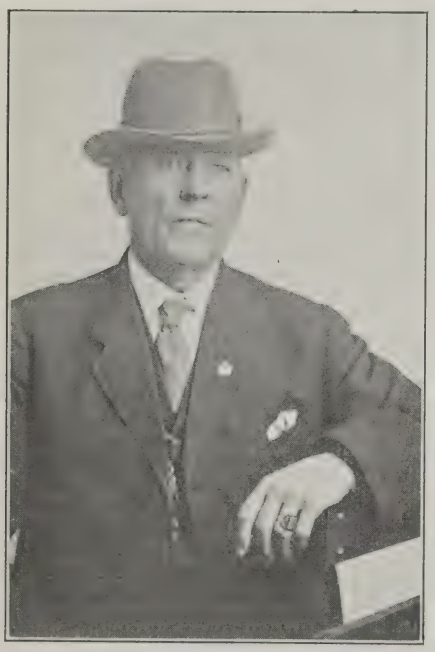
The doctor will treat an imaginary illness, but he is never satisfied with an imaginary fee.

ENGINEER J. A. BISHOP.

After serving the Erie Railroad faithfully for 49 years, the cares of railroad life have been set aside by Julius A. Bishop, a veteran of the Susquehanna Division, and he is now enjoying the reward of a well-spent, nearly half century, of labor.

Mr. Bishop began his career as fireman on the "Old Reliable" in 1863, and by faithful performance of duty was promoted to engineer on May 4, 1868, and had remained one until the time of his recent retirement, having served 44 years at the throttle.

A friend of Mr. Bishop who sent in this sketch, sagely says, "Sometimes a man looks older than he is, and again sometimes he is older than he looks." He says Mr. Bishop is the youngest looking old man of his acquaintance, and the accompanying picture seems to bear out his statement.



JULIUS A. BISHOP.

Years ago, when engine 86 was one of the prides of the Susquehanna Division, "Jule," as he was called, was in command, and it is related of him that no crew following him was ever laid out. He made a record as an engineer, that any man might well be proud of, and in going into retirement as a railroad man, is in possession of good health; he is, in fact, as robust, hale and hearty, as many a man twenty years his junior.

THE STUFF.

The test of a man is the fight he makes,
  The grit that he daily shows;
The way he stands on his feet and takes
  Fate's numerous bumps and blows.
A coward can smile when there's naught to fear,
  When nothing his progress bars,
But it takes a man to stand up and cheer
  While some other fellow stars.

It isn't the victory after all
  But the fight that a brother makes;
The man, who, driven against the wall,
  Still stands up erect and takes
The blows of fate with his head held high,
  Bleeding, and bruised and pale.
Is the man who'll win in the by and by,
  For he isn't afraid to fail.

It's the bumps you get and the jolts you get
  And the shocks that your courage stands,
The hours of sorrow and vain regret,
  The prize that escapes your hands
That test your mettle and prove your worth;
  It isn't the blows you deal,
But the blows you take on the good old earth
  That shows if your stuff is real.

THE HAYWARD BUCKETS.

Catalog 39, the most recent issued by The Hayward Company, manufacturers of patent buckets, steam dredges, excavators, traveling derricks, etc., 50 Church St., New York, is devoted entirely to Automatic Buckets, is now ready for distribution, and all interested may have it on application.

Those who use digging and rehandling machinery, really should not fail to send for Catalog 39, if they would keep posted on the newest thing in automatic machinery, as this is believed to be the most complete catalog devoted to this subject, that has ever been issued, and it is profusely illustrated in half-tone.

From Correspondents Along the Line

NEW YORK DIVISION.

Jeremiah M. Connors, night yardmaster at Jersey City Yard, was a victim of a particularly sad accident on the morning of Sept. 18th. In attempting to remove an electric light wire, which had fallen across the tracks, "Marty" received a heavy charge of electricity and was instantly killed. Mr. Connors had been in continuous service on the Erie since November 10th, 1898, commencing as

brakeman, and was promoted to conductor, and later as asst. yardmaster on the south side. His work was always of the best quality and it was a known fact that "Marty" had his heart in his work. His loyal service won for him the commendation of his superiors, as well as the admiration of his fellow employes.

Harry Weidkamp has been promoted to the position of stenographer and clerk to terminal trainmaster, vice Thomas McDermott, resigned. Ernest Valtz has been employed to fill the vacancy made by Mr. Weidkamp's promotion.

All concerned were very much grieved to hear of the resignation of Oscar C. Dolson, chief timekeeper in Supt. Parsons' office. Mr. Dolson has accepted a position with a construction company in Liberty, N. Y., where he will have charge of a large force of men. The good wishes of all his former associates is extended to him in his new position.

Charles Evans, formerly transitman on the Engineering Corps, has been promoted to chief draftsman in the Signal Dept. The boys "upstairs" were very sorry indeed to see Charley leave their midst, as he was one of the best liked fellows in that department. Mr. Evans has had considerable experience in engineering work, having been graduated from Stevens Institute of Technology, and there is no doubt in the minds of his fellow associates that he will "make good" in his new undertaking.

Charles C. Henkel, formerly employed as foreman on the Bergen County Railroad under Supervisor Christie A. Joyce, has resigned to accept duties elsewhere.

On October 10th, when the Hudson County Commercial League opens its tournament, there will be in their midst a team composed of the following Erie bowlers: Jack Hannan, Joe Delanney, Gene Evers, W. J. Donlevy, Lewis Ensign and Joe Reardon. It might be stated that this team was very fortunate indeed to secure such a well-known bowler as Mr. Lewis Ensign, employed as engineer in the Marine Dept. "Lew" is considered one of the best bowlers in the State, and there is no doubt in the minds of the team that they will bring home the cup at the close of the season.

Thomas Statham, formerly employed as requisition clerk in the division supt.'s office, has been transferred to the general supt.'s office.

A MAN AMONG MEN.

(John M. Hoffman.)

Carved on the face of granite,
  Stamped in the hearts of men,
Written above in the Golden Book,
  The name of "A Man Among Men."

Long will the memories last,
  Of our true friend of yesterday;
Long will our sad hearts ache
  For the friend who has passed away.

No longer on the threshold
  His welcome step we hear;
No more we greet the smiling face
  When close of day is near.

He has answered the last message,
  Sent from that far off shore,
Telling him that he is wanted
  In the land of evermore.

And when we reach the heavenly land,
  To live a life immortal;
His true and smiling countenance
  Will greet us at the portal.

—D. C. Hoffman.

ABOUT HEADQUARTERS.

Mr. R. H. Wallace, general passenger agent of this Company, who was vice-president of the General Passenger and Ticket Agent's Association, was elected president at the recent annual convention, held at Seattle, Washington.

C. E. Burfield, of the Passenger Department, Chicago, paid a visit to the general offices last month, and shook hands with many old friends.

F. A. McPherson, chief clerk in the Pass Bureau, spent his two weeks' vacation exploring the United States, east of the Mississippi River. He was up among the Great Lakes, and he was down as far south as New Orleans. He said on returning home that if he owned New Orleans and could swap it for New York, he would do so. The feature of the trip that captured Mac's fancy was the steamer ride from the Crescent City to Manhattan, and he wasn't sea-sick for a minute.

F. A. Waldron, city passenger and ticket agent at Jersey City, welcomed the stork at his home on September 19th. A girl.

G. E. Crookston, stenographer in the office of the General Eastern Passenger Agent's Office at 399 Broadway, also held communion with the dear old stork. It occurred September 21st. A girl.

JERSEY CITY SHOPS.

Sam Zamora, foreman of the fitting shop, is on his vacation. He is after big game in the wilds of Secaucus. (Pinochle is his favorite game.) Sam expects to do some salmon fishing in Berry's Creek.

Fire Chief Frank De Graw is so proud of his efficient corps of fire fighters in the way they have responded to his fire drills, that he gave them a blowout, in the shape of a theatre party and supper, the middle of last month.

Nicholas Young, Sr., is now a full-fledged citizen of Carlstadt, U. S. A. He received his papers last week.

John Askling was seen looking over a stock of go-carts on the avenue the other day. He was advised to take "Joe" Cairns along with him. "Joe" needs something like that, also.

What looks like an election torch-light parade at the first glance, is only the new lighting device installed by A. Maxwell, pipe shop foreman.

Chas. Bensen says he has a bull calf on his farm at Pearl River, worth $1,200. Foreman Hight says that's some "bull."

Someone had to tell Bill Doremus on Sept. 30 that the bell rang for straw hats on the 15th. Bill shook it and bought a cap.

Chas. Willard, manager of the Diamond Rugby Team, has received permission from the yard master at Paterson to allow his team to push freight cars around the yard for practice. They will open up the season Oct. 13 with the Nonpariels, composed of north-side shop boys, under the management of Chas. De Halle.

PORT JERVIS SHOPS.

Ambross Dedrick was in New York last week taking in the sights of the big city.

Thos. Reddington is asking everybody in the shop why a shave cost 50c. in Atlantic City, and why it wouldn't be much cheaper to buy a safety razor when going there.

It is reported about the shop that George Kirk and James Tierney of the Car Shop Office Force are anticipating a tour to the nearby towns and villages booming the Bull Moose Party.

Mr. Kirk gives his first address September 28th at Cuddebackville, while Mr. Tierney will open with an address the same evening at Dingmans.

Mr. Scheb of the Rail Shop is back in harness again, after a well-earned vacation, which he spent in the western part of the State.

Carl Heinle of the Master Mechanic's office, who is a disciple of Izak Walton, is back in the wilds of Pennsylvania, where the big ones are. From all reports he intends breaking the record for size and weight, as he had the right bait and plenty of it when leaving Port Jervis with a small army of followers.

An up-to-date electric welding machine is being installed at Port Jervis.

George Hendershot, who looks after the sick and injured about the shop, has taken great interest in the lectures being given at the Red Cross Societies Car, which is here at present. George can be seen any noon practicing on his able assistant, Peter Von Sauers.

Arthur Buyer has returned to work after his western trip, and all alone at that, much to the relief of the fair sex in Port Jervis.

The Roundhouse Quartet, which is composed of Frank Sweeney, "Tony" Gross, Jr., William Kane and Patrick Hickey, are very busy practicing a song just composed by Mr. Sweeney, entitled, "AS WE ENTERED ON THE FIRING LINE."

FROM CHICAGO.

Our Police Department has not been overlooked and Capt. Young has a new private office, properly fitted up; in fact, the improvements, when fully completed, will be such as to compare very favorably with any Local Freight office, and we extend a cordial invitation to our friends to visit us in our improved quarters.

Can two live as cheaply as one? Clerks Toelle, Petit and Shelton think it can be done and are now demonstrating the question, having recently joined the ranks of benedicts.

On the 8th inst. death entered the family of Mr. Bert Kline, Head Clerk in General Foreman's department, and took his infant child. On the 9th, George Masters, Jr. Night Yard Master at Hammond, and formerly a clerk in this office, died very suddenly of heart failure. Our sympathies go out to both families.

DELAWARE DIVISION.

Messrs. F. S. Wheeler, supervisor, and C. R. Smith, general yard foreman, sustained injuries to the extent of a general shaking up and many minor bruises, when the motor car on which they were riding ran over a rail

shim and jumped the track near Hancock, N. Y. Both will recover.

Delaware Division Passenger Conductor I. B. Cole has resumed his duties, after an illness of nearly two months.

J. E. Marshall has accepted the position of yard clerk in the office of General Yardmaster McDaid.

E. F. Hoffman, clerk in Superintendent Baldwin's office, spent a week's vacation in Utica.

The gymnasium of the Y. M. C. A. has been given a thorough cleaning, in preparation for the winter classes.

During the month of August the fifty beds in the Y. M. C. A. were used 1,493 times, an average of 48 times per day. Total for the last 10 months, 13,187, an average of 1,382 per month. On September 21st, in twenty-four hours, the beds were used 67 times, a new record for the Susquehanna Y. M. C. A.

J. H. Garrison is wearing a very neat model of the latest thing in felt hats.

DUNMORE SHOP DOINGS.

The first annual ERIE Field Day was inaugurated in McKenna Park, Saturday afternoon, Sept. 21st, when nearly 300 employes assembled to participate in the events. This was the first real outing the ERIE boys had in a long time, but it won't be the last, it being so successful they decided to pull one off every year in the future.

The first event was the ball game between the Machine and Boiler Shops, the former winning by a score of 7 to 1. It was one of the most interesting games played in the park this year. There were many features, but the most brilliant of them was the battery work of Brown and Duffy of the Machine Shop, and the Home Run made by Bigart of the Boiler Shop, this being the only run they scored.

There was a little excitement in the sixth inning when Umpire Clay tried to eject "Mickey" Barrett from the grounds, but after things were adjusted a little, Mr. Clay decided to let him remain in the game. "Mickey" got afraid after that and didn't chew so much. There was no use disputing any of the Umpire's decisions, as John claims himself to be as good as any umpire in the Ban Johnson circuit.

The next event was the 100-yd. dash, which was won by "Ram" Duffy; time, 13 seconds. He said he could go it faster if his trousers were not so tight. The high jump was taken by "Joe" Burns; height, 5 ft. 9 in. Apprentice George Egan won the mile run and the Boilermakers won the tug-of-war. The 75-yd. dash for the apprentices was won by Clarence Brundage.

The box score of the ball game was as follows:

Machine.	A.B.	R.	H.	P.O.	A.	E.
Duffy, c. . . .	4	2	3	9	2	0
Manley, l. f.. .	3	1	1	4	0	0
Jenkin, s. s. . .	4	1	3	1	5	0
Barr 2d b. . .	4	0.	2	3	4	0
Getz 1st b. . .	3	0	0	10	1	1
Taylor, 3d b. .	3	2	2	1	2	0
Kimble, c. f.. .	3	1	1	1	0	0
Haut, r. f. . . .	3	0	0	1	0	0
Brown, p. . . .	2	0	0	0	1	0
Total	29	7	12	30	15	1

Boiler.	A.B.	R.	H.	P.O.	A.	E.
Bigart, l. f. . .	4	1	1	3	0	0
Jordan, s. s. . .	3	0	1	1	3	0
Barrett, c. . . .	3	0	0	4	1	3
Davitt, 1st b. .	3	0	1	8	2	1
Burns, 3d b. . .	2	0	0	0	3	2
J. Jordan, r. f..	2	0	0	0	0	0
Davis, 2d b. . .	2	0	0	1	3	1
Reed, c. f. . . .	2	0	0	0	1	0
Wade, p. . . .	2	0	1	0	1	0
Total	23	1	4	18	14	7

Summary—Stolen bases: Duffy, Davitt, Manley, Jenkins (2). Base on balls: Brown 1, Wade 4. Struck out: By Brown 14, by Wade 4. Home run: Bigart. Three-base hits: Jenkins, Barr. Two-base hits: Duffy (2), Jenkins. Passed balls: Barrett 4. Umpire, John Clay.

After the "melee" terminated, they all partook of the lunch, which was catered to the satisfaction of all by Clarence Brundage and George Oliskie.

Charles Steele, the energetic labor foreman of the car shop, has returned from Niagara Falls, where he made quite a splash with the fair sex.

The stork recently visited the home of Machinist Joe. Burns and left a baby girl.

Joseph Taylor, machinist, who was injured about a year ago, has returned to work just as happy as ever, after being a regular John Jay McDevitt for the whole year.

"Mickey" Barrett and "Ram" Duffy are frequent callers down around Munroe Avenue. Pretty nice cooks down that way, boys.

"Squire" Kunz is wearing mourning, account of Petersburg losing the pennant in the Keystone League.

Sherlock Murphy has returned from a fishing trip at No. 7; he says he

caught the largest mess of fish ever hooked out of that dam.

Why didn't Dunmore win the pennant in the County League? Anybody answering that question correctly will get a good cigar from Jim Duffy.

Foremen J. E. McGowan and Chas. Lang were blackberrying recently, each picking about four quarts. Not so bad for two old guys.

Storehouseman "Paddy" Dunnegan, and friend, spent Sunday at Lake Winola. "Paddy" says that's the longest trip he had in about 15 years.

Dr. Mike Crane is convalescing after a severe attack of Whooping Cough.

We have some quartet at Dunmore Shop, composed of John Clay, George Sly, Jim Duffy and H. E. Blackburn. Mr. Haines says John T. Watkins Mannerchor hasn't anything on them.

Joe Jackson spent a few days at Dalton. He reports the cabbage crop being excellent.

Our genial Invoice Clerk A. C. Wagner and wife have returned from their honeymoon, which was spent touring New York, Albany and Lake George. Mrs. Wagner was formerly Miss Ethel Beers, a charming and talented young lady from Washington, N. J., and Mr. Wagner is a popular young man from Dunmore.

In response to congratulations, Albert was kept busy passing the "smokes." The boys from the storekeepers' office presented Mr. and Mrs. Wagner with a very beautiful present.

Engineer C. J. Speece is confined to his home on account of injuries sustained while at work in the fireroom.

James Campbell, employed as night shop watchman, was stricken with heart failure while at work Thursday night, Sept. 19th, and died before medical assistance could be summoned. Deceased was a native of Ireland, where he was born in 1851, and immigrated to this country when a young man. He was employed at Dunmore Shop July 1st, 1881, and was in continuous service until the time of his death. Mr. Campbell was a faithful and dependable employe, losing but little time in the 31 years of his employment, working in the year 1911, 364 days, and enjoyed the remarkable distinction of never having been disciplined by his superiors. His widow and family of five survive.

SUSQUEHANNA SHOPS.

Boilermaker A. J. Mulderig has joined the ranks of the benedicts. Congratulations.

General Inspector T. H. Marriot was a recent visitor at the shops here.

Foreman John Campion of Corning, also, was a visitor at the shop a few days ago.

H. S. Cunius has been promoted from machinist to erecting shop foreman at this point.

J. I. Haller and William Heller have been appointed foremen of the fitting and wheels departments, respectively.

Special Apprentice Robinson is in attendance at the Y. M. C. A. convention at Chicago.

O. E. Moore of the New York Air Brake Co. was a recent visitor at the shops here. Mr. Moore was formerly an Erie employe.

Machinery Inspector H. L. Burrhus and General Foreman Boilermaker F. A. Griffin were recent visitors at the shops.

Clerks C. F. Birdsall, J. F. Reed, F. W. Haynes and R. F. Roberts, and Piecework Checker F. D. Hall, attended the Binghamton Fair during one of the nights of the celebration.

Engine No. 2546, Susquehanna Division K-1 passenger engine, has been shopped at Hornell for general repairs.

Mallet compound engine No. 2601, class L-1, has been turned out of Susquehanna Shop, T. B. M. F. repairs.

Firemen's Day, Sept. 18th, at Susquehanna, was a very successful affair. The Erie Protective Hose Co., No. 1, composed exclusively of shop employes; Erie Hose Co. No. 1, and the Chemical Engine Co., together with a large number of companies from neighboring cities, participated in the parade; also a number of bands, including the far-famed Susquehanna shop organization.

Very heavy passenger and freight business continues, and the Erie is maintaining its well-known reputation for prompt and efficient service.

John Springstein died very suddenly Sept. 27th. Mr. Springstein was employed at Susquehanna for a number of years as patternmaker at this shop, but for the past several years has conducted a store at this point. He was a man held in high esteem, and the sympathy of all is extended to his relatives in their bereavement. Mr. Springstein was a brother of

Theo., Jr., and W. A. Springstein, employes of the Erie at this point and an uncle of Geo. Springstein, chief clerk in the storekeeper's office here.

Engineer G. Sliker of the D., L. & W. Railroad was a recent visitor at Susquehanna.

ROCHESTER DIVISION.

Conductor Arthur Rourke of Avon, N. Y., who has lived a life of single blessedness for so many years, has finally joined the ranks of benedicts, and was recently married to Miss Julia Lorens of Rochester, N. Y. Mr. Rourke is having a fine residence erected at Avon, N. Y., where the happy couple will reside.

Record Clerk C. S. O'Donnell is back again at his desk in the superintendent's office, after enjoying a ten-days' vacation.

The old roundhouse at Rochester, N. Y., which has been in an unsafe condition for some time, is now being razed.

The concrete platform, which is under construction around the passenger station and in the train shed at Rochester, N. Y., will add much to the general appearance of the station, and is a decided improvement.

Line Repairer F. Knight and his helper, G. Jacobs, both of Avon, N. Y., and employed in the electric service, are now laying off, the result of being severely burned on their hands and arms, by coming in contact with a live wire while making repairs one night recently to the trolley line near Mt. Morris, N. Y.

G. W. Smith, conductor on the B. & H. R. R., has been spending his vacation at Buffalo, N. Y.

J. S. Nettle, chief clerk to Agent E. O. Tiffany at Hammondsport, N Y., was delegate to the State Convention of Red Men, recently held at Syracuse, N. Y.

W. G. Aber, baggagemaster at Hammondsport, and Monroe Wagner, clerk, spent their respective vacations taking in the sights at Niagara Falls, N. Y.

George S. Morse, a former valued employe of the Lake Keuka Navigation Co., now of the Postoffice Department of Penn Yan, N. Y., was a welcome caller at the superintendent's office recently.

General Foreman Car Repairer J. G. Fitzgerald of Rochester, N. Y., has been making frequent trips to Hammondsport during the past few weeks, perfecting the organization at that

B. W. Raymond

It breaks the 16-hour law

B. W. RAYMOND WITH 49 DIAL.
YOU CAN SEE IT IN THE DARK.

IT has a mainspring that can run 42 hours on one winding — the equivalent of two of your working periods and one rest.

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It explains why this long spring produces close timekeeping. The reading of our booklet will make you a better judge and a more careful user of any watch.

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Elgin, Ill.
Please send me Raymond booklet and a cardcase.

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E M-10

point and improving the facilities of the car department. It is understood he has effected a decided improvement to the company's property at Hammondsport, N. Y.

J. B. Strouder, inspector of the New York State Public Service Commission, made his annual inspection trip over the Rochester Division on Sept. 23d.

G. O. Brace, a fireman on the B. & H. Railroad, recently took unto himself a wife, and the happy couple have returned to their home at Hammondsport, N. Y., after spending their honeymoon at Elmira, N. Y. Congratulations are in order.

BRADFORD BEACON LIGHTS.

John Ferris, our veteran lampman, after the best part of thirty years' service in the yards, has given up his work, that he may be able to try and effect a cure for rheumatism in one of his feet. Mr. Ferris has gone to the home of a sister in Corry, and we all unite in wishing him a speedy recovery.

Henry Nye, who for many years has been employed about the station shop and cripple track, left the last part of this month for Minneapolis to visit a daughter that he had not seen for thirty-eight years.

E. H. Vreeland and wife, formerly an Erie engineer, now employed on the Panama Canal, spent several weeks here renewing old friendships on his vacation trip.

James McLaughlin, night clerk at the freight house, took a vacation trip to Chicago recently. He returned a tall and—well, let it go at that, a nice tall chap.

Our Right Honorable Fred Wickwire, caller at the shop, took a vacation trip to Rochester, Hornell and other points. Fred wrote that it is pretty cold in Rochester, but maybe it is a good thing; it may make Fred more willing to stay home. Rev. McQuilken is attending to Mr. Wickwire's duties in his absence.

MEADVILLE MURMURINGS.

Preparations are being made for the building of an annex to the machine shop on the western side of back shop, in which will be installed large and more powerful machines for boring and planing cylinders. The entrances to the pits are now being enlarged for placing the 3,000 type engines. Engine 3,010 is now undergoing some repairs. An order has been given for more of that class engines.

The different shops have all had a generous house cleaning time. The shop yards have been swept and are looking slick and clean; have not heard of any shop on the system that can match us. The new foundations under the stores building are about completed.

The annual meeting of the Erie Employes' Mutual Benefit Association was held at Salamanca, N. Y., on the 17th inst. and was well attended.

All departments in the shops are working nine hours per day, six days a week.

Baseball has been the absorbing topic during the season just closed. The general foreman and Policeman Rich have had a strenuous time in keeping the coal chutes clear of fans, who would not buy tickets. The shop teams did much ball playing and talking ball, and having lots of fun. Bets were many, mostly in chewing gum and chocolate chips. In a recent ball game between the Rod Shop and the Outcasts, Clarence ("Tack") Chinn reached first on an overthrow. He then had the idea that he was "Tyrus Cobb," and started to steal second, but was surprised, for the second baseman was holding the ball all the time. "Tack" says never again, although he is regarded as the star ball player of the bunch.

Instruction in drawing have been resumed under Mr. F. G. De Saussure. Mr. De Saussure spent his vacation yachting in former Mechanical Supt. Thomas Rumney's yacht "Lillian."

Mr. C. F. Leckee, instructor of machinist apprentices, has been transferred to the department of tests, as inspector.

Mr. A. Mertz, the efficient inspector of engines at these shops, is again on duty, after a severe attack of tonsilitis.

Mr. Frank Bettles, erecting shop foreman, has returned from his vacation.

Messrs. Ray Devoe, Natt. J. Owens, Henry B. Fredericks and Frank Valker, having served the time required as machine apprentices, have been awarded their certificates and now are full fledged journeymen.

Mr. William Fordyce of the family of Fordyces, long connected with the Erie as coppersmiths and machinists, died in this city. Mr. Fordyce had been in the service of the Bessemer in various capacities, until ill-health compelled him to retire. He was pensioned when retired. He was a good

citizen, kind parent and expert workman. A widow and five children survive him.

The members of the Erie's Fire Department have been furnished with handsome badges. It is hoped that the weight of them will not impair their efficiency as fire righters.

Frank Bragner, night watchman, sustained a severe shock while crossing the turntable while on duty. He has only returned to duty after a protracted absence. Mr. Bragmer of late has been successful in running down some petty thieves near the shops.

CLEVELAND SHOP NOTES.

Jake Neuman, clerk to r. r. of engs., spent his vacation in Greater New York and was pleased with his trip. He was greatly taken up with the sights of that great city.

Ben Smolin and Louis Nebel, of the office force, also took in New York on their vacation.

Ben Rubin, clerk in Store Dept., not to be outdone, decided to take in Washington, D. C., and Philadelphia. He spent a very pleasant time visiting friends and relatives.

E. E. Mercer, assistant to the timekeeper, spent his well earned vacation in the southern part of Ohio, among his relatives and schoolmates.

M. U. Fitzpatrick has resigned to accept a position with the Nickel Plate, and we all wish her good luck in her new position.

On account of the vacancy made by M. U. Fitzpatrick, A. E. Goetzfried, a Cleveland college boy, was installed to fill the position.

Sam Hersch, of the office force, has resigned his position to take another course in college. Lloyd Minzer has been appointed in his place.

J. F. Fitzgerald was transferred from Port Jervis to take the place of John Huges, car clerk, who resigned.

J. J. McNeil attended the first annual meeting of the E. R. R. Association at Salamanca, N. Y., and reports a very large attendance, and every one seemed to be satisfied with the outcome of the meeting.

We are very sorry to hear of the death of F. J. Alwood, engine despatcher's brother, which took place the 9th of September after a long sickness.

W. Schlafge, general mechanical superintendent; E. S. Fitzsimmons, mechanical superintendent; H. S. Burr, superintendent of stores; W. S. Cozad, superintendent of apprentices and piece work, paid us a visit the second week of September, and inspected all outside points.

F. D. McCullogh, night roundhouse foreman, and family, spent a well earned vacation in Pittsburg, visiting relatives and friends.

MAHONING DIVISION.

W. F. Hoffman, conductor, has returned after a few weeks spent on a trip to California, on business. Mr. Hoffman owns an Orange Grove near Los Angeles, and reports a fine crop this season. He called upon former Superintendent Mahoning Division, Mr. T. J. English, on his ranch adjoining Mr. Hoffman's property, and reports Mr. English as being in the best of health and enjoying life. Mr. English, also, has a large orange grove.

T. J. Tompkins, conductor, and family, spent the month of September at their summer cottage on the Indian River, Michigan, where they use a clothesline of a one-inch hemp rope to pull the fish from the water.

C. G. Perry, second trick operator at Leavittsburg, has bid in the vacancy created at the general superintendent's office in Cleveland, by the addition of another operator to the staff. Mr. Perry expects to take his new position as soon as he can be released from Leavittsburg.

The bridge gang has commenced work on the new bridge spanning the Mahoning River at Leavittsburg.

E. Chadwick, chief dispatcher, spent his vacation during the forepart of September on the Great Lakes.

R. G. Lewis, telegraph operator, Youngstown, is spending two weeks visiting relatives in Chicago, Ill.

W. O. Rock, division passenger agent, New York, spent a few days with his family in Youngstown, Ohio, during the fore part of September.

LITTLE KICKS FROM KENT.

Col. Richard Carey spent his vacation, accompanied by wife and children, visiting Charleston, Va., also Norfolk, Va., Navy Yards.

L. C. Stratton, wife and son Emmett, spent a delightful week visiting Buffalo, Niagara Falls and New York City.

Improvements and rearrangements around paint shop buildings are about completed, and should greatly assist in increasing the output.

A. Trautman, who succeeded P. J. O'Dea as shop superintendent, moved his family from Huntington, Ind., and is now pleasantly located in Kent. Mr. Troutman left his former home with the best wishes of his shop employes and his many Huntington friends, and we are glad to welcome him to his new home.

Changing the terminals from Galion to Marion, O., has created quite a rivalry between the citizens of Kent and Marion, both being anxious to have their railroad brethren locate at their respective places. If the choice were left to the employes that would be affected by the change, we would have them consider Kent stronger than Marion, on account of the more beautiful and attractive scenery and surroundings amid the most healthful conditions in the great Western Reserve, and conveniently located to Cleveland and Akron. We have the best of schools, churches of all denominations, and Kent is the future home of the North Eastern Ohio State Normal School, which, on its completion, will be second to none in the State. Rents and property are very reasonable, and we would like to have the company, as well as the men, compare both places from a point of advantage; if they do, they will agree that Kent is the most logical place for location.

FROM GALION SHOPS.

Andrew McFarquhar, machinist, and Mrs. Farquhar, have returned from Scotland, and report a pleasant trip.

Charles Artman, clerk in the master mechanic's office, spent several days in Cleveland.

George Hart, labor foreman, has resigned to take a position with the Erie at Marion, as brakeman. Success to you, George.

Elmer Hankle has been appointed labor foreman at Galion Shop, vice Mr. G. N. Hart resigned.

E. F. Barkle, timekeeper at Galion, has resigned to accept a position as piece work checker, Marion Car Shops.

Henry Poth has been promoted to timekeeper, Galion Shops, vice Mr. E. F. Barkle, resigned.

Fred G. Hocker has accepted a position as clerk in the master mechanic's office, Galion.

Who named the Special between Galion and Marion, the "Luper—X?"—John Finical, G. F.

WHEN the dispatcher gives you until 1:23 to make Olean for No. 11—

You've got to be "in the clear" at 1:23 or take the consequences.

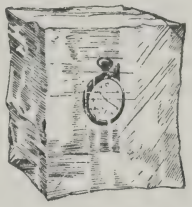
The fact that your watch was 40 seconds slow would make no difference to an investigating board.

It's to your interest to carry a watch that you can rely upon absolutely at all times.

No watch measures off the seconds with such accuracy as the South Bend Studebaker watch.

The SOUTH BEND Studebaker
RAILROAD WATCH

The Studebaker watch will keep the same accurate time whether it's in a luxurious Pullman or out on the tops on a cold, fierce winter's day. The rocking, jolting motion of a locomotive cab will not affect its time keeping a single second.



Here is truly a master timepiece.

A full year it takes to make each Studebaker watch — six months are spent in making and putting the parts together. Another six months are required to bring this watch to its marvelous accuracy and each watch receives 411 inspections in the making.

On your road extra precautions are taken to guard against accident to your fast, limited train, and in the same manner we take extra precautions in our factory to insure each Studebaker watch being as near a perfect timepiece as human ingenuity and the most modern and efficient machinery can make it.

It is because of these extra precautions that we are able to insure each Studebaker watch to pass railroad inspection for 5 years.

Own a watch that is built to meet the watch requirements of the future as well as those of today—

Own a watch that the factory insures to pass all watch requirements for 5 years to come and you will have no future watch worries.

The next time you see your local inspector have him show you a copy of the written insurance certificate we give with every Studebaker watch, or write us for a specimen copy. See for yourself how we protect you.

SOUTH BEND WATCH CO.

Dept. R.

Makers of Master Timepieces

SOUTH BEND INDIANA

His Majesty King George IV approving the sauce made by the original Brand who was for many years chef to that royal epicure.

Delicious with fish, soups, game, etc., and Particularly appreciated on Welsh rarebits, broiled lobster and English mutton chops.

A ROYAL RELISH

CINCINNATI DIVISION.

J. I. Montgomery, division agent, has been appointed chief clerk to Superintendent R. E. Woodruff, to succeed B. O. Scudder, who has left the service of the company.

Geo. Henney, chief clerk to Freight Agent W. W. Sanders, has been appointed division agent to succeed J. I. Montgomery, transferred.

J. E. Thomas, agent at Marion Transfer, has been appointed chief clerk to Freight Agent W. W. Sanders at Marion, Ohio, to succeed Geo. Henney, transferred.

A. L. Conrad, chief clerk to Superintendent R. E. Woodruff, has been appointed agent at Marion Transfer, to succeed J. E. Thomas, assigned to other duties.

Gen. Supt. H. O. Dunkle, asst. to Gen. Supt. C. A. Allen, and Supt. R. E. Woodruff, attended a meeting at the Marion Commercial Club, Sept. 16th, in regard to the Reality Holding Club, which is to take over the property of the train and engine men at Galion.

Asst. Eng. Despatcher M. A. Ricksecker, is taking his annual vacation. Taking in all the sights of the glorious golden West. He reports that he is not missing anything.

V. M. Burden, stenographer to chief clerk, and L. M. Dull, maintenance of way clerk, have returned from their annual vacation, after taking in all the sights at New York City. They say that they are going again, but the next time they will take more money with them.

T. S. Cathers, asst. division engineer, has resigned his position to accept a position in the city engineer's office at Marion, Ohio.

Asst. Chief Clerk E. E. Miller and Mrs. Miller have returned from their annual vacation, after spending a week in Cleveland, Ohio.

J. C. Morris, trainmaster, has resigned his position with the Erie Railroad on account of ill health.

TRAFFIC MEN WANTED

Are you satisfied with your job? Doing the same things over and over again day after day doesn't get you anywhere. Your pay envelope represents what you are worth to your employer, no more—no less. He values your services only by what you are doing for him.

You have seen other men get ahead of you—men no better educated—men with no more natural ability or personality than you. Did you ever stop to think it over and try to find out why you were still conscientiously doing the same old things in the same old rut while others were getting ahead? Wouldn't it be a good thing to TAKE AN INVENTORY of your situation? Not tomorrow or some later day, but NOW—TODAY?

IS NOT THIS THE ANSWER?

The other fellow is getting along, not because he is more ambitious than you are, but because he is getting or has already secured the necessary technical knowledge required in a better paying position. Then why don't you get it, too?

If you stay long enough with your road and have the opportunity, you get the knowledge through the long, slow, tedious school of experience.

OUR WAY is better. We teach you by mail through our Correspondence Course of Lessons on Traffic Work the technical knowledge that you will require to fill a better position with more pay and more opportunity because you will know all that is possible to teach about this very complex subject. ***It's a short cut.***

The Traffic Manager of every Railroad in the country wants men for his department who are qualified. We know it because every one we talk to tells us so.

The big shippers all have their Traffic Departments and are always on the look out for bright, capable men. Even the smaller business men are waking up to the fact that a good traffic man could stop a big leak in their profits and pay for his salary many times over.

Let us show you how to qualify for one of these good jobs where advancement is sure, and the pay dependent on your knowledge. Send NOW—TODAY—for our free booklet

"OPPORTUNITY VIA THE TRAFFIC ROUTE."

NATIONAL TRAFFIC COLLEGE

10 SO LA SALLE ST. Dept. G. CHICAGO

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - - New York City

☞ These advertisements are FREE to all Erie Employes.

AUTOMATIC Razor Stropper. Strops both regular and safety razor blades. Nickel plated, genuine horsehide strop, reversible action. Attachment for all makes of safety razor blades. The best automatic stropper made. Why not enjoy shaving? Price, prepaid, $2.00. C. M. Roe, Erie Freight Office, Owego, N. Y.

FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

FOR SALE—Almost new bicycle; have had same three months. It is equipped with New Departure coaster brake, double spiral spring seat, also new pair of puncture-proof tires, etc. For particulars address Wm. C. Ryan, 531 Devon St., Arlington, N. J.

FOR SALE or exchange—No. 10 Buda Motor car. Good condition and fine running order. Engine in A-No. 1 condition, 2¾ H. P. Will exchange for motorcycle or any suitable exchange. If you are interested, write Route 2, Box 17, M. L. Hetzler, operator, Mansfield, Ohio.

FOR SALE—Erie watch fobs. The best ever. A perfect watch fob for Erie employes. One that you will appreciate. 50 cents by mail. Address F. L. Cogsil, No. 201 Euclid Ave., Cleveland, O.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

TWELVE beautiful colored postals, everyone different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

EXCHANGE—Will exchange Edison phonograph for motor-cycle in good running order, or will sell for cash. M. H. Sexton, 16 Fossard St., Port Jervis, N. Y.

FOR SALE—On account of the recent death of my husband, Edward J. Moore, I offer my house and lot, beautifully located on Feronia Way, in Rutherford, N. J., for sale. House has eight large rooms and bath; also large-sized attic, all improvements, and is in good condition. Lot is 57 x 127. Coop and run for at least 50 chickens. This property is within three minutes of station, and trolley across the street. Must be seen to be appreciated. For particulars, call on or address, Mr. E. J. Moore, 21 Feronia Way, Rutherford, N. J.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Write me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE—Saddle Tumbler Pigeons. All colors. W. M. Burrus, Dunmore, Pa.

FOR SALE—Eggs for hatching, S. C. W. Leghorns, full blooded stock; price $1.00 for 15. Wm. Miller, Dunmore, Pa.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE—Stevens visible-loading 22 rifle new condition, shot about 175 times, $6 with belt. L. W. Michel, Avon, N. Y.

EVERY railroad man is wearing one of the very funny "Daffydil" Pins. It's a hypodermic needle with a black figure bearing out the expression, "Quick Watson, the Needle." Become a member of the "Daffydil Club." Mailed upon receipt of 10c. Maurice A. Newfield, 557 W. 124th St., New York.

FOR SALE—Smith-Premier typewriter nearly new and in fine condition. A big bargain at $25. E. H. Van Patton, Avoca, N. Y.

FOR SALE—Mechanical Drawing, C. W. MacCord, $2.50; Materials of Construction, J. B. Johnson, $3.00; Kinematics or Mechanical Movements, C. W. MacCord, $3.00; Thermodynamics of the Steam Engine, Peabody, $3.00; Dynamo Electric Machinery (2 vols.), S. P. Thompson, both for $3.00. Address, H. I. W., Box 33, Cresskill, N. J.

OPPORTUNITY—Private lessons in telegraphy to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

PRIVATE lessons in telegraphy to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

FOR SALE:—A few Buff Plymouth Cockrels. "The Blue Ribbon Strain." Price, $1.50 each. W. D. Alspaugh, Agent Erie Railroad, Kemp Ohio. Post Office, Kempton, Ohio.

FOR SALE—An Edison standard phonograph which plays both two and four-minute records; large "Morning Glory" style horn; sixty-three two-minute records and thirty four-minute records, which are all good ones, composed of songs both ragtime and sentimental, band and orchestra selections, funny monologues and minstrel sketches, bell solos, cornet solos and sacred selections. This outfit was bought new by myself from an Edison agent three months ago and cost $63.55. Will sell all for $35.00 "cash." Apply to E. A. Cooper, telegrapher, N. Y. Division, Hillburn, N. Y.

WANT TO BUY—Benn Pitman Dictionary. Must be in good condition and seasonable. Address, M. T. Casey, Room 1152, 50 Church St., New York.

Train Despatcher E. B. Dressler has moved his family to Marion, on account of being transferred to Marion, when the terminal was moved from Galion.

W. S. McNeil, chief train despatcher, has been appointed trainmaster, to succeed J. C. Morris, resigned.

F. Everhart, night chief train despatcher, has been appointed chief train despatcher, to succeed W. S. McNeil, who was transferred to other duties.

C. B. Mochel, train despatcher, has been appointed night chief train despatcher, to succeed F. Everhart, assigned to other duties.

T. Ballenger, copier, has been appointed train despatcher, to succeed C. B. Mochel, assigned to other duties.

W. F. Sharrock, operator, has been appointed copier, to succeed T. Ballenger, assigned to other duties.

Train Despatcher M. L. Welch and Mrs. Welch have returned from their annual vacation, after spending a month at Mackinaw and Les Cheanu Islands. They say they did not catch all the fish this year, but thought they would let some live until next year.

Chief Train Despatcher W. S. McNeil, wife and daughter, Marion, have returned from their annual vacation after spending two weeks among the Mackinaw Islands. "Mac" had his complexion tanned a great deal and looked good when he returned to work.

E. W. Batchelder, superintendent of the Meadville Division, was a Marion visitor in his special car on Sept. 17th.

General Claim Agent H. W. Andrus of New York City was a Marion visitor on Sept. 17th, 18th and 19th.

Division Claim Agent L. S. Quick, wife and son Charles Edward, have returned from their annual vacation after a two weeks' visit among friends in Oklahoma. He reports that the crops in the West are good and predicts a big business for the Erie this coming fall and winter.

President F. D. Underwood, Vice-President J. C. Stuart, Gen. Supt. H. O. Dunkle and several other officials passed through Marion Sept. 17th, on their way back to New York City from Chicago, where a conference of Erie officials had been held. Superintendent R. E. Woodruff accompanied the party over the Cincinnati Division.

R. C. Falcomer, division engineer of the New York Division, was in Marion on Sept. 16th, investigating the curvature which an N-1 engine will take.

The regular monthly meeting of the agents of the Cincinnati Division, took place at Marion on Friday, Sept. 27th.

Freight Claim Adjuster H. C. Barlow spent a day in Marion this month looking after matters concerning his department.

Supt. of Transportation G. W. Kirtley paid this office a visit on Friday, Sept. 13th.

T. Mackrell, superintendent of the Chicago & Erie Division, paid Marion a visit on Wednesday, Sept. 18th.

CHICAGO & ERIE ITEMS.

Business, business everywhere! We've no time for politics. Good men of every political faith abound in plenty, all too busy to settle the question until voting time. There is no use to look to the Erie to furnish any hard times arguments for political spell-binding.

Dispatcher E. E. Gear has resigned from the service to engage in other business. His connection with the Erie runs through twenty years, mostly as a dispatcher. He was an agreeable office mate, a good dispatcher and of pleasant association. It is reported he will engage in farming. Our best wishes go with him as he leaves our company for more quiet ways.

Mr. J. J. Kreisel is a new dispatcher, taking employment in Huntington. He comes from the "Nickel Plate" and will soon try his hand at what we believe is the toughest dispatching proposition in the country.

Recent changes in the dispatching ranks have occasioned the promotion of Messrs. D. C. Carrick and "Art." Paddock to regular tricks. Paddock owns the added good fortune of having but recently been married. We will answer for their happiness and success, however, as long as they stick to the **Erie.**

Mrs. Stevenson and Miss Flannery, Mrs. Tullis and Miss Cutting, comprising the feminine telegraphing contingent at Uniondale and Preble, respectively, were Autumn absentees. It is reported the ladies took the honeymoon route via Niagara Falls, minus the company of mere man. These girls are independent from all points of view.

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CAPITAL, - - - $2,000,000
SURPLUS, - - - $4,000,000
TOTAL RESOURCES, $75,000,000

55 CEDAR STREET
BROADWAY AT 73d ST.
125th ST. AT EIGHTH AVE.

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CAPITAL - - $200,000
SURPLUS (Earned) $1,000,000

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Three Per Cent. Interest Paid on Certificates of Deposit

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Surplus and Undivided Profits, . $450,000

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BOTH ARE JUMPERS.

Many visitors to the southwestern States and Mexico have amused themselves by watching the queer motions of "jumping beans," the seed vessels of a plant, each of which contain the pupa of an insect whose spasmodic movements cause the bean to hop and roll about.

More remarkable are the "jumping cocoons" found in South Africa. The cocoon is formed by the mother insect and is very hard. The pupa when ready to emerge must cut its way out. The front of its head has a sharp, chisel-like edge, and by driving this against the inside of the shell it gradually makes a hole. The violent motions of the pupa within cause the cocoon to leap so that one has been seen to spring out of a small glass tumbler.

SHE FINALLY FOUND OUT.

One hostess who lacked tact at dinner placed a learned and somewhat deaf college professor beside a debutante. The girl found the professor very unresponsive, but finally she noticed a dish of fruit, and in desperation asked if he liked bananas.

After being asked several times to repeat the question her voice being raised each time, attracting the attention of the whole table, she was horrified when the learned man riveted her with a disapproving look, and remarked very distinctly: "My dear young woman, I had hoped that I had misunderstood your question; but, since you persist, I must say that I prefer the old-fashioned nightshirt."

Make More Money

Employed workmen wanted as agents to sell VANCO, the Perfect Hand Soap and Household Cleanser to railway engineers, firemen, oilers, machinists, mechanics, section hands, repair men, or anybody who wants clean hands. Add $12.00 per week easily to your income. Send 10c. for full size can and particulars. Box 111, The J. T. ROBERTSON CO., Manchester, Conn.

"What has been the principal expense of your campaign?"

"Buying new hats to throw into the ring," replied the resolute candidate.

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CAPITAL - - - -	$1,000,000.00
Surplus and Undivided Profits -	$1,745,778.43
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CAPITAL, - - $153,300
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UNITED STATES DEPOSITARY
ORGANIZED 1894

New First National Bank

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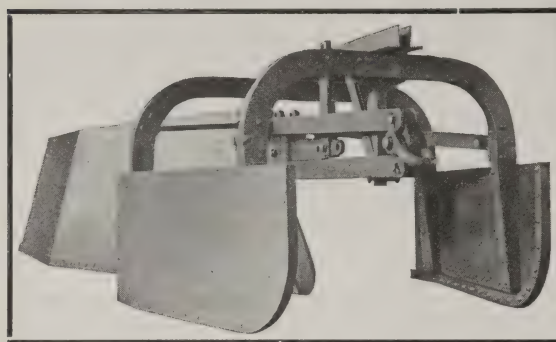

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No more link attachments for a planer or shaper and no more link grinders are needed with a BAKER VALVE GEAR

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SPECIFY

EDISON Portland Cement on ALL the work ALL the time, as its fineness of grinding insures you a 10% margin of safety.

85% THRU 200 98% THRU 100

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Corner 12th Street
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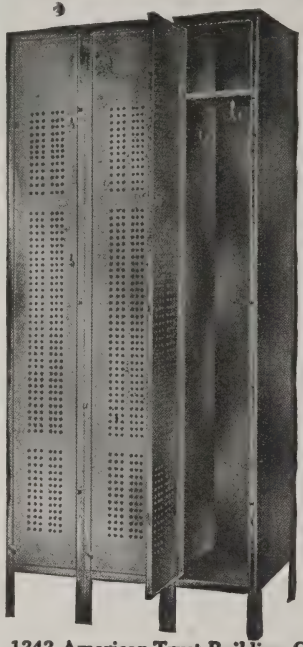

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Durand Steel Lockers

for their shops and round houses?

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RAILWAY SUPPLIES
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for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

The adaptability of Hayward Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this ad—Illustration No. A1405.

Write for Catalog showing the quickest and most economical method of handling bulk materials.

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50 Church St., New York

G. S. BAXTER & CO.

17 WILLIAM STREET, NEW YORK

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BRIDGE TIES — CROSS RAIL × ROAD TIES — SWITCH TIES
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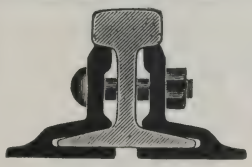

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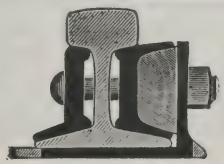

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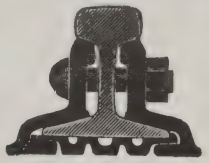
Rolled from Best Quality Steel



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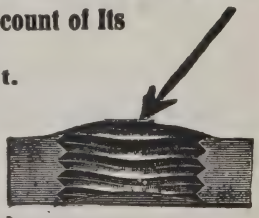
It Locks Itself Upon the Bolt Threads on Account of Its Eccentric Threads, (See Cut)

And Does Not Injure the Bolt.

Not a Spring Nut



This cut shows an exaggerated curve in thread pinch.

A demonstration of the value of the Grip Nut can be seen on the trucks of the 30 new Erie Express cars, the new Baldwin Engines, the new furniture cars, and all repairs.

Chicago **GRIP NUT COMPANY** New York

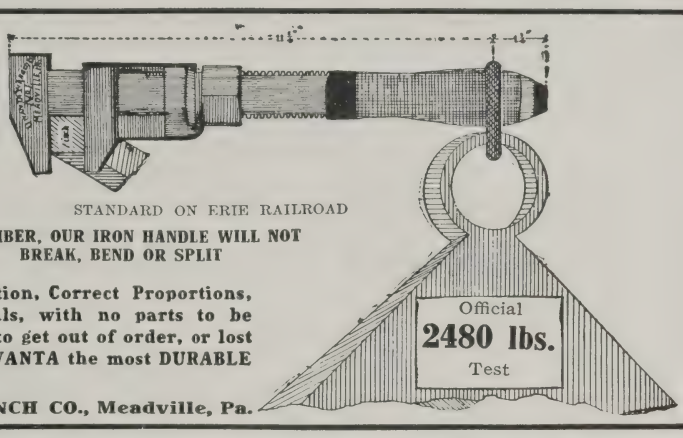
We say again "NOT A SPRING NUT."

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PA.

LOCOMOTIVES

UWANTA SPECIAL THE RAILROAD STANDARD



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REMEMBER, OUR IRON HANDLE WILL NOT BREAK, BEND OR SPLIT

Special Construction, Correct Proportions, Superior Materials, with no parts to be easily damaged, to get out of order, or lost off—has made UWANTA the most DURABLE Wrench built.

UWANTA WRENCH CO., Meadville, Pa.

PINTSCH THERMO-JET SAFETY

MANTLE LIGHT
A Cent a Burning Hour
Long Mantle Life

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Minimum Pipe
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PANTASOTE a perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.
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RAMAPO, ROCKLAND COUNTY, NEW YORK
Wheels for Steam and Electric Service. Also Mine Car Wheels of all Descriptions.
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THE JANNEY "X" COUPLER

The latest development of the M. C. B. Coupler

Has "Lock-to-the-Lock," "Lock-Set" and "Knuckle-Opener"

Janney Simplicity

MANUFACTURED ONLY BY

The McConway & Torley Co.

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BLOW OFF VALVE

Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

SAMPLE VALVE FOR TRIAL WITHOUT CHARGE

CRANE CO.

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ESTABLISHED 1855

THE NEW YORK AIR BRAKE CO.

We Offer Reservoirs of All Kinds.

These Reservoirs are riveted to shell or welded to shell. They are furnished with reinforcement at Drain Cock opening on OUTSIDE to permit of thorough draining. When desired, we enamel them inside and outside. See our Circular No. 38.

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600, 1,200, 2,000
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General Repairs on Wooden and Iron Vessels . . .

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Factory and General Office
AUBURN, N. Y.
MAKERS OF THE
"COLUMBIAN" and "EUREKA" BRANDS
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NEW YORK OFFICE, 62 SOUTH ST.

Hudson Laundry Company
RAILROAD, STEAMSHIP,
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Work of All Descriptions
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JERSEY CITY, N. J.
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¶ Mica headlight chimneys are an established fact. We now have a new form of lantern globe to offer that will prove equally as economical and efficient.
STORRS MICA COMPANY,
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Daily Capacity, 40 Cars.
The Erie Stone Company,
General Contractors and Manufacturers of
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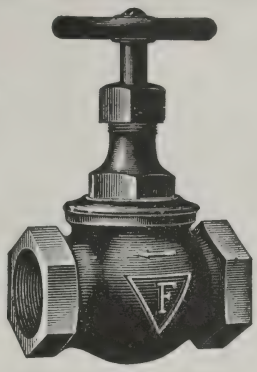

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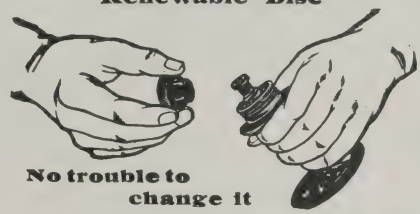

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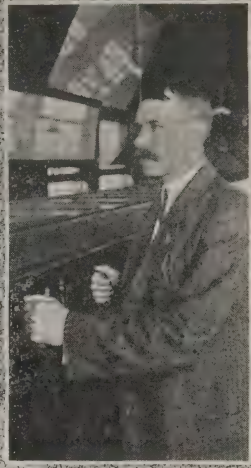

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1912

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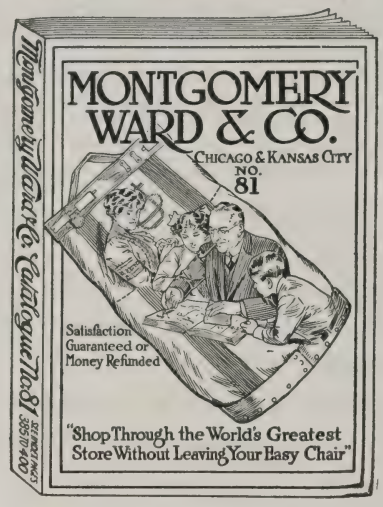

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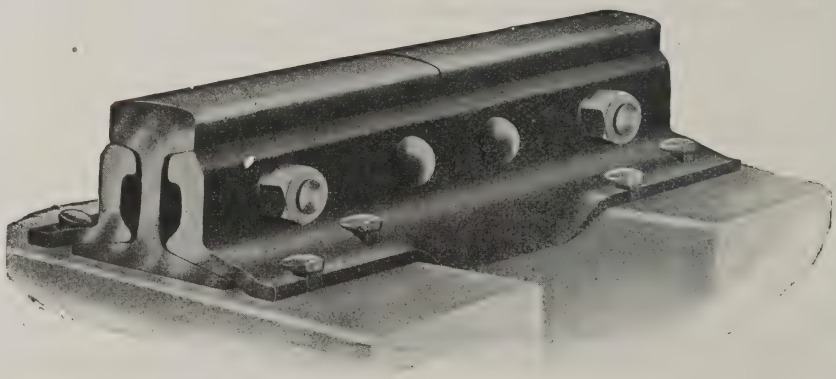

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Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 8. NOVEMBER, 1912. No. 9.

L. P. BAKER.

DIVISION ENGINEER BAKER.

On the preceding page will be found a picture of Mr. L. P. Baker, division engineer of the Mahoning Division, whose office is at Youngstown, Ohio.

In Mr. Baker will be found a real veteran of the Erie service, he having been with the Company since boyhood, except for a period of 14 years. He was born at Freedom Portage County, Ohio, and, when ready to begin life as a bread-winner, which was at the age of 19, entered the Maintenance of Way Department of the old A. & G. W., and has never deserted it.

Starting in as a track laborer, he eventually worked himself up to section foreman, supervisor, general road master, and was appointed division engineer of the Meadville Division in March, 1903. In December, 1906, he was transferred to the Mahoning Division, and has been its division engineer since that time.

From 1889 to 1903, however, Mr. Baker was with the Pittsburgh & Western (B. & O.), but drifted back to the old home, and is a good, earnest worker in a department of the service, which is very busy at the present time.

ERIE IS A COMER.

The Erie Railroad is rapidly "coming into its own." The press which, until of late, has been ignorant or indifferent to the steady march of progress by this pioneer of railroads, has at last given it some of the credit to which it is due.

Prominent newspapers throughout the country are now commending it for its record of progress and efficiency under the present management.

President F. D. Underwood, Vice-President J. C. Stuart and their staff are responsible for this new condition of affairs. Their policy seems to have been "steady progress on an economic basis." Without the resources possessed by many another road, they have forged ahead and can take their place with the best.

Improvements are noted in every department. New passenger and freight equipment and power in first-class condition. The Bergen Archways an accomplished fact. Grade reductions along the entire system. Short cuts at Cuba, N. Y., Meadville, Pa., and the Erie and Jersey making practically a double track line New York to Chicago. With the Moodna Viaduct and Otisville tunnel on the new Erie & Jersey, engineering achievements in themselves.

But material improvements are not all. The company in hundreds of little ways have endeavored to cater to the traveling public and to its shippers. Its passenger trains are getting over the line on the very best schedule which can be made with safety, official records showing percentage of trains on time ranking monthly with the best. And moreover it holds the record of not having a passenger killed on its trains for a period of six years. The fast freight record between New York and Chicago is also taking the shippers eye. All in all—"The Erie is doing things."—R. R. Reporter and Marine News.

INTERNATIONAL TRAVEL.

A number of prominent railway officials will act as honorary vice-presidents of the International Travel and Vacation Exhibition, to be held at the Grand Central Palace, New York, March 20 to 29, 1913. Among the acceptances are: Wm. H. Truesdale, president Lackawanna; Louis W. Hill, chairman of the board, Great Northern; B. D. Caldwell, president Wells-Fargo Express; E. Pennington, president "Soo Line"; E. E. Olcott, president Hudson River Day Line; George W. Goethels, president Panama Railroad; Charles W. Markham, president Central of Georgia; E. T. Platt, president United States Express; J. C. Whitney, president Merchants' and Miners' Transportation, and Mark N. Potter, president Carolina, Clinchfield & Ohio. The travel exhibition next year will be under the auspices of an advisory board, consisting of passenger traffic managers and agents of a number of railroads, steamship and steamboat lines, owners and managers of hotels, resorts and officials of chambers of commerce.

SNOW-BURDEN.

They bear the burden of the snow—
They bear it with a patient grace,
The drooping trees! Yet well they know
A melting hour comes on apace.

Ah, if but Time, that crowns me white,
An equal clemency would show,
Then I, some soft, mild day or night,
Would drop the burden of the snow!

—Edith M. Thomas, in Scribner's.

GREAT YEAR FOR FARMERS.

The *New York Times* in its issue of Sunday, Oct. 13th last, printed the following article. As it tells a tale of unusual agricultural prosperity in the United States during the year to Oct. 1, 1912, the report is of general interest:

"With the phenomenal yield of staple crops this year and the prospect of a total agricultural output passing, for the first time in history, the $9,000,000,000 mark, all factors of the world's foodstuff markets are conspiring to aid the American farmers. Along with the news from Washington last week giving Secretary Wilson's estimate that the total value of farm production for 1912 would be over $9,000,000,000 and the Government estimates of crop yields as of Oct. 1, showing bumper crops in corn, oats and spring wheat, came the Department of Agriculture's summary of conditions abroad. This showed lower yields in many of the important Canadian crops, notably winter wheat, hay and fodder crops, calamitous conditions among the food and fodder crops of Great Britain and unsatisfactory returns to the farmers of practically all Europe except Germany and Russia.

These conditions coupled with the prospect of a war in the Balkans, give promise that the American farmer will not see a drop in prices for his products this year commensurate with the increased supplies. The larger foreign market has already been demonstrated in the figures compiled by Bradstreet's of wheat and flour exports from the United States. From July 1 to Oct. 10, exports of flour and wheat totalled 55,568,762 bushels against 44,047,679 bushels in the same period last year.

There has been a substantial drop in farm values as of Oct. 1 since the same time last year, but notwithstanding these decreases resulting from the heavier crops, the total farm value of nine staple crops on Oct. 1 was more than half a billion dollars larger than the values of the same crops on Oct. 1 a year ago.

The Oct. 1 farm values of these nine crops as applied to their estimated yields are given in the appended table in comparison with the final harvests in the same crops last year figured at their Oct. 1 value.

	1912.	1911.	Increase or Decrease.
Corn....	$2,117,232,000	$1,683,187,616	+$434,044,388
Wheat..	600,157,722	549,894,930	+ 50,894,930
Oats.....	476,169,792	391,976,150	+ 84,193,142
Rye.....	24,820,822	26,395,843	— 1,575,021
Barley...	123,091,212	130,916,080	— 7,824,76
B'wheat.	12,546,000	12,214,104	+ 331,891
Potatoes.	204,911,000	258,486,771	— 53,575,77
Flax.....	42,833,000	39,708,500	+ 3,124,500
Hay.....	851,718,000	797,500,000	+ 54,218,000
Total 9 crops.	$4,453,479,548	$3,857,280,544	+$563,831,296

Farm Value Oct. 1.

Secretary Wilson's final figures of farm values will not be compiled for many weeks, and meanwhile the course of prices may go lower, but when it is reckoned that even with substantial declines in the farm value of the potato, rye and barley crops, the other harvests make up an increase of $563,831,296 in value, it may be presumed that the Secretary's estimate that the increase in farm product values as a whole will bring the total above the $9,000,000,000 mark is conservative. Until the lean years of 1910 and 1911 the total values of farm products had been going steadily up for a decade, as will be seen from the appended table:

Year.	Farm value.	Inc. or Dec.
1912....	$9,000,000,000	+583,000,000
1911....	8,417,000,000	—277,000,000
1910....	8,694,000,000	— 66,000,000
1909....	8,760,000,000	+982,000,000
1908....	7,778,000,000	+290,000,000
1907....	7,488,000,000	+733,000,000
1906....	6,755,000,000	+346,000,000
1905....	6,309,000,000	+150,000,000
1904....	6,159,000,000	+242,000,000
1903....	5,917,000,000	+300,000,000
1902....	5,617,000,000	.....

BODILY RECUPERATION.

That the human body recuperates from fatigue according to the same law by which a heated substance becomes cooled, is the latest discovery of a French scientist, and this seems to be borne out by experience. Thus a short period of rest suffices to prepare a person for new exertion after heavy but not protracted work, while a longer rest is necessary after continuous work of a lighter nature.

This new theory should be of interest to those who are developing the modern science of "scientific management" which aims to produce the maximum amount of work per day from a worker by carefully regulating the amount and duration of his periods of labor and intervening rests.

In union there is strength, but a man never fully realizes it till he forms a matrimonial alliance with a strong-minded woman.

TRAVELING ON THE RAILROADS OF JAPAN AND CHINA.

ON the steamer coming back across the Pacific, I was introduced to Mr. G. Shiba of the Imperial Government Railways of Japan. On hearing I was connected with the Erie R. R., Mr. Shiba said: "Erie R. R., we all know it! I have just translated into Japanese the Erie R. R. book entitled, 'Good Firing,' and a copy has been handed to every locomotive engineer and fireman on our railways. We have it, 'Fuel Economy, How They Save Coal on the Erie R. R.' Sorry I have not a copy with me."

These remarks were made to Mr. Luis Jackson, the Erie's Industrial Commissioner, who has recently been on a visit to Japan and China. Mr. Jackson sailed from San Francisco via Honolulu, and returned the same way. Speaking of his trip he said:

"Japan and China are among the most interesting countries I have visited. With the exception of the North Island I traveled through the principal parts of Japan. They have 5,000 miles of railroad in Japan. The gauge is 3 ft. 6 in., mostly single track. The rails are 60-lb., but they are now manufacturing 75-lb. rails in the Japanese steel works.

"The gross earnings of the Japanese railways are fifty-five per cent from passengers, and forty-five per cent from freight, as compared with twenty-five per cent from passengers and seventy-five per cent from freight in the United States.

"Japan proper, that is, exclusive of Formosa, Korea, and Saghalien, has an area of about 150,000 square miles, with a population of about 51,000,000 people. The United States, proper, exclusive of Alaska and insular possessions, has an area of about 3,000,000 square miles, with a population of about 95,000,000.

"These figures will show at a glance that the density of population in Japan accounts for the heavy passenger receipts as compared with freight. Passenger and freight rates in Japan, as in nearly every country in the world, are in conformity with surrounding economic conditions.

"The Japanese are very fond of traveling. All the trains are crowded. The passenger coaches are about 35 feet long, with a center passage right through the train. The seats are on the sides, the same as in our street cars. About ten or twelve of these coaches are pulled by a small engine of English type.

"An average train of ten cars would be made up of, say, nine third class coaches and one combination first and second class coach, in which there is a division between the two classes. Just under the windows on the outside of the car. there is painted a 4-inch band,—white, blue or red. White means first class, blue second class, and red third class. The foregoing is the equipment of ordinary trains, from which it will be seen that first class passengers are few. The third class coaches have a very narrow seat around the sides, and in many cases this can be let down, as the Japanese do not use chairs, but squat on the floor. There are no chairs in Japanese houses.

"In addition to the ordinary trains, there are trains on which an extra fare is charged, such as express trains, trains de luxe, with parlor cars and sleeping cars. Every long distance train has a dining car.

"Everything American or European in Japan and China is called "foreign." The dining cars have foreign cooking almost exclusively; that is, French cooking, but on some there is a compartment where Japanese food is served.

"The train crew comprises about the same number of men as our own. Engineers, firemen, conductors and brakemen are all Japanese.

There is one trainman who is a sort of under-brakeman. He is called 'Boy,' and the English word 'Boy' is in gold letters on the collar of his coat. He performs the duties of a porter and assists the brakemen. For instance, he sweeps out the car, closes windows when the train is approaching tunnels, and, in general, looks after the comfort of the passengers. All these 'boys' speak English, or what they think will pass for English, and I never saw young men more anxious to learn English. All the young Japanese railroad men are expected to study English.

"When a train starts from a station it simply glides away; the whole train moves and stops without the slightest friction or jar from the couplings. This I have also noticed in Europe. It is probably due to the lightness of the coaches and a screw bar connection. Our coaches are very heavy, and when the engine starts it is with a sort of jolt on each coach. I have heard many foreigners say that we do not attach additional coaches, nor move trains out of stations as smoothly as they do in Europe, but, as I say, this is probably due to our cars being so much heavier.

"The Japanese themselves are a most courteous people, and this is noticed throughout the railway service. When I reached some of the larger towns, and

found they were division points on the railroad, just before departing I made it a point to call on the Superintendent to present my compliments. The clerk at the Information Bureau could generally speak a little English, and introduced me. Some of the Superintendents could speak English, and some could not, but by their motions and bows they showed that they highly appreciated an American railroad man's calling on them. The steamer ticket which I bought was interchangeable; one could go from port to port on the steamer, or had the option of going by rail.

"A man can learn enough German on a sojourn in Germany of about three months, to help himself linguistically, but this is impossible in Japan. It would take a man over a year to learn to speak Japanese so that he could conduct even an ordinary conversation, so I did not attempt any acquaintance with the Japanese language, whatever, except to find out what the word 'railroad' was, and that is 'tetsudo,' and the word 'company' is 'kaisha,' while 'Americano' is generally understood to mean American. At times where there was a 10-minute stop and the Station Master was around I said to him, 'Americano,' indicating myself, and he nodded that he understood. Then I said, 'Erie Tetsudo Kaisha,' meaning Erie Railroad Company, and I was greeted with a very pleasant smile and a profound bow, as a fellow railroad man, and on leaving, if he knew nothing more of our language, he always said 'Come again.'

"I was in Tokyo when the Emperor Mutsuhito died and the new Emperor, Yoshihito, was proclaimed.

"Japan and China are entirely different from any other countries I have ever visited. It would take pages to convey my impressions. I will limit myself, as nearly as I can, to a brief description of their railroads.

"From the port of Shimonoseki, Japan, I crossed over to Dairen (Dalney) in Manchuria, China, and there traveled on the only railroad in the whole world, that is like our American railroads (and they are, fairly speaking, the best. I have been on nearly all the principal lines of the world.) This railroad is called the South Manchuria Railway. It runs from Dairen and Port Arthur, via Mukden to Chang-chun, where it connects with the Chinese Eastern Railway, which runs to Harbin, which is a station on the main line of the St. Petersburg-Vladivostock Trans-Siberian road. The South Manchuria Ry. was originally built by the Chinese Eastern Railway Company in 1901, to form an arm of the Trans-Siberian route. The gauge was then the Russian standard of 5 ft., which, however, was converted, during the progress of the Russo-Japanese war, into the Japanese standard of 3 ft. 6 in., to be adapted to the rolling stock sent over from Japan, but when the South Manchuria Company took over the railway from the Japanese Government in 1907, the narrow gauge system was widened into the standard gauge of 4 ft. 8 1-2 in. The main line is 450 miles in length, but the branch lines bring the total mileage up to a little over 700 miles. The rail is 75 and 90-lb. This railway has no freight cars under 60,000 lbs. capacity, and quite a number of 100,000 lb. capacity cars. A great deal of the rail is American, so is largely the signaling apparatus, and the large locomotives are made by the American Locomotive Company at Dunkirk, N. Y., on the Erie Railroad. I was very much tickled when I saw this outfit. The freight cars are all American manufacture, and the passenger coaches and Pullman sleepers are American and as fine as anything in America. This railway company, being financed largely by Japanese capital, and having rights from the Chinese Government, is manned entirely by Japanese.

"Port Arthur is 40 miles from Dairen on a branch which connects with the main line. I went to Port Arthur, hired a guide and from an eminence took in what was the scene of the great siege of 1904. I took command myself and conducted operations all the way from 203-metre hill to Eagle's Nest, but this is another story.

"I took the South Manchuria Ry. to Mukden. Here I stopped over and a guide pointed out the battle fields. I field-marshaled the job, captured the Japanese and Russian armies, and sent them all into useful employment, but this is also another story; from Mukden I went west to Peking on the Chinese Government Railway, called the Peking-Mukden line.

"This is 4 ft. 8 1-2 in. gauge, with first, second and third class coaches, and with a dining car for foreigners and another car with a kitchen, where the Chinese could go in and cook their food. In many of the third class cars there are no windows during the summer months, and the openings are very large. One can also walk through the train from end to end. On this line a first-class sleeping car train is run to connect with the Trans-Siberian express. The Chinese third-class coaches have regular seats, as the Chinese have chairs in their homes.

"It is about 500 miles from Mukden to Peking. Half way down is the town of Shanhaikuan on the coast of the Gulf of Pechili. I stopped off there. This is where the great Chinese Wall starts up from the sea. I walked up the slope and on to the Wall. My Chinese guide was a good sprinter and we walked about a mile on the Wall. It runs from Shanhaikuan for 2,500 miles into the interior, ending in Turkestan. It is about 40 ft. high and 40 ft. wide; a sort of earth embankment bricked up at the sides like a fortification. It climbs over mountains and dips into ravines, and every few miles there is a military guard house, which was formerly occupied by soldiers. The Wall was completed in the year 211 B. C., and is said to have taken ten years to build.

"From here I took the train to Peking. This is a most wonderful city. China has at present (1912) between 3,000 and 4,000 miles of railway in operation, almost entirely standard 4 ft. 8 1-2 in. gauge. The great main lines constructed are from Mukden to Peking, about 500 miles, and from Peking through the interior to Hankow, a distance of about 800 miles, then there is a road from Peking to Tientsin, and from Tientsin to Pukow, opposite Nanking; also a railroad from Shanghai to Nanking and a great railroad is being built from Canton to Hankow. In course of time travelers will be able to go from Canton to Peking by rail.

"They are talking of building 100,000 miles of railroad in China, and I am certain that this will be a paying investment from the very start. They will not have to do what we had to do in America,—build the railroads and at the same time create the business for them, that is, by going through the prairies and getting settlers, for which enterprise they are now being hounded. The dense population of China will give new railroads there an immediately profitable traffic, as the country is so well and thickly settled.

"Everything was orderly while I was in China, and I believe the Republic of China has come to stay. I visited the Parliament house of the new Republic in Peking. Shanghai is one of the most beautiful cities of the East. Both in Japan and in China I found a most friendly feeling towards the American people."

A DEPARTMENT FOR THE PREVENTION OF ACCIDENTS.

(By Sumner Kenner, Division Claim Agent, C. & E. Division.)

IN last month's issue of this magazine, there appeared on page 458 an article entitled, "Splendid suggestion from an Erie Employe." It was based on a letter sent in by an employe, who suggested that some sort of an organization be formed for the purpose of taking action toward lessening accidents on the Erie Railroad.

An invitation was extended all employes to send in ideas for discussion of the subject, and the following by Mr. Sumner Kenner, Division Claim Agent, C. & E. Division, has been received:

"In response to the invitation issued through your October issue, to discuss the question, as to the best means of organizing a Safety Department, I wish to submit the following suggestions.

"As shown in the excellent article by Mr. Orcutt in the September issue, it is of primary importance that the individual employe keep the "safety" thought always in mind, while in the performance of his duties, and his failure to do this, is the negligence which brings about the accident, with its resulting injuries to himself or to his fellow workman. The education of the individual worker, with the view of looking out for his own safety and that of others, is the basis of every Safety Department. With every employe inoculated with the safety habit, the number of accidents is bound to decrease.

"Organization is one of the strongest and most powerful adjuncts in the furthering of any enterprise. It is the "team work" which brings results in the modern business enterprise, as well as in the up-to-date baseball team. The question of safety, and accident prevention, is not new on this railroad or any other, but the old methods have lacked system, and hence the results were not noticeable.

"The first practical system for the organization of a Safety Department was originated by Mr. R. C. Richards, General Claim Agent of the Chicago and North Western Railroad Company. It was the result of a life study by the author, who is a veteran in railroad work. The results of this system have been most gratifying. The system there in force is as tol-

lows:—They have *First*, the Central Safety Committee, composed of the Assistant General Manager, one General Superintendent, two representatives from the Motive Power Department, one from the Car Department, two division Superintendents, Fire Inspector and the General Claims Agent, as chairman.

"*Second.* Division Committees, consisting of the Division Superintendent, Division Engineer, Division Master Mechanic and one or more representatives from each class of labor on the division, such as enginemen, firemen, conductors, brakemen, stationmen, trackmen, bridgemen, switchmen and carmen.

"*Third.* Yard Committees, composed of Trainmaster of Freight Terminals, Yardmaster, Assistant Yardmaster in each yard, switchmen, enginemen, carmen and trackmen.

"*Fourth.* Shop Committees composed of machinists, laborers, carpenters and other employes in the shops.

These committees meet once a month and their report is prepared and submitted to the Central Safety Committee for consideration, the latter committee meeting on the second Tuesday of each month. A full report of the proceedings of the Central Committee is furnished to all the Safety Committees. The members of the Safety Committee, as well as the employes generally. are furnished with postal cards to use in reporting to their Division Chairman anything which they may see which is likely to cause an accident, in order that the necessary remedy may be applied before, and not after, someone is hurt. All the Safety Committees are furnished with reports each month showing the number of accidents on their divisions and other divisions, as well as a statement showing accidents classified by causes, and a Safety Banner is awarded to the Division which makes the best record for safety during each year.

"The names of the members of the Safety Committees are posted on the bulletin boards in the shops, round house, switch houses, and other places where the men congregate, for the purpose of giving notice who compose the committees and to whom employes can go with their suggestions and recommendations. In this manner, a channel is provided through which all suggestions and recommendations for greater safety and improvement in conditions and methods, can be taken up in an orderly manner. The management solicits suggestions of this sort from the men who actually do the work and are most familiar with the working conditions. All defective conditions, customs or careless practices, local to their division or plant, are acted upon by the Division or Shop Committee, and they are expected to see that the necessary improvement or remedy is brought about.

"If the matter reported is of general interest, it is referred to the Central Safety Committee. The Division Committees make inspection trips over the Division and prepare reports, with their recommendations for betterment. Safety bulletins calling attention to the number of employes injured by failure to comply with the rules, or by careless methods, and putting it direct to the reader, that he may be the next one injured if he takes chances, are distributed among all employes, posted in places where they congregate and published in their magazine. In this manner accidents caused by violation of the rules are called to the men's attention. Little pasters are placed on all pay checks, a different one each month, each calling attention to some special kind of accident or duty.

"In the sixteen months ending May 1, 1912, that the above system was in force on the Northwestern Road, it had 45 fewer employes killed, a decrease of 31.5 per cent; 3,708 fewer employes injured, a decrease of 32.2 per cent; 9 fewer passengers killed, a decrease of 42.9 per cent; 201 fewer passengers injured, a decrease of 17.5 per cent; 53 fewer other persons killed, a decrease of 18.4 per cent and 27 fewer other persons injured, a decrease of 11.2 per cent.

"The Pennsylvania, the Delaware, Lackawanna and Western, 'Frisco, Baltimore and Ohio, Burlington, Monon, Wabash, Elgin, Joliet and Eastern, New York Central Lines, Illinois Central, Union Pacific and other railroads, besides several traction lines, have adopted Safety Organizations on much the same plane as the Northwestern, and the Railroad Commission of Indiana has made an order recommending that all railroads in the state, electric as well as steam, adopt the Safety Movement. The Atchison, Topeka and Santa Fe Railway System has also organized a Safety Department, using many of the Northwestern ideas; besides this its Claim Agents act as Safety Inspectors, going over their Divisions and inspecting fences, yards and shops; they talk with the men and notice the working conditions. This they report to the Division Superintendents or Master Mechanics, with their recommendations as to betterment tend-

ing to greater safety. Through its Safety System this road has reduced personal injuries about 1250 from July, 1911, to May, 1912.

"The New York Central, Union Pacific, Kansas City Southern, Central Railroad of New Jersey, Bessemer and Lake Erie, Southern Pacific, Chicago, Milwaukee & St. Paul, Wheeling and Lake Erie, Detroit and Mackinac, Ulster and Delaware Railroad and others, have distributed among their employes, copies of "Prevention of Railroad Accidents," by George Bradshaw, a useful little book, for the purpose of arousing interest and securing the active co-operation of employes in Safety efforts.

"The above shows what other roads, operating under conditions similar to the Erie, have done towards the organization and maintaining of Safety Departments, and what the results have been, where these systems are maintained. It has lessened the suffering and sorrow brought to the worker and his family by a fatal or serious accident, and has saved the company from the loss of faithful men, from the increasing of the risks of the business by having to place new men in the place of those lost by accidents. The sums paid in damages on account of accidents amount into the many thousands yearly, and a reduction of the accidents must bring its saving to the treasury.

"Besides this it tends to kindle and keep ablaze a spirit of co-operation, beneficial to every department of the company.

"Would not the Erie Company do well to organize a Department of Safety along the lines of the Northwestern plan, with such changes and new ideas as to meet local conditions?"

WORLD'S GREATEST HARBOR.

The harbor of New York is unquestionably one of the finest natural harbors of the continent, perhaps of the world. Till the beginning of the nineteenth century it was predicted that Boston, or even Newport, would become the great port of North America. As late as 1812, Philadelphia was the superior of New York as a financial and commercial center. Contrary to all predictions, however, New York has left all other cities far behind in its phenomenal growth. Today its commerce exceeds that of any other port in the world, including its greatest rivals, London and Hamburg. Its population, according to the last census, is also increasing about two and a half times as fast as that of London.

The measure of the commerce of a port is the total volume of tonnage of the vessels entering and clearing. The total tonnage entered at London during 1910 was in round numbers 20,230,000 tons; at Hamburg, 22,300,000 tons; at New York City, 25,600,000 tons. The corresponding figures for New York City for the year 1901 were approximately 16,300,000 tons. Therefore the average increase in tonnage during the past ten years was 1,000,000 per annum.

The value of imports through New York harbor during the year 1910 approximated $936,000,000; exports, $652,000,000, a total of $1,588,000,000, giving the Federal Government a revenue of approximately $200,000,000.

WASHING AWAY THE LAND.

Investigations by the United States Geological Survey of the erosion of numerous drainage basins of the United States show that the surface of the country is being removed at the average rate of about an inch in 760 years. Though this amount seems trivial when spread over the surface of the country, it becomes stupendous when considered as a total or even in separate drainage basins. The Mississippi River, for instance, carries annually to the sea 136,400,000 tons of dissolved matter and 340,500,000 tons of suspended matter, and of this total the Ohio River carries 83,350,000 tons and the Missouri River contributes more than twice as much. The Colorado River, which has built up for itself a vast delta, brings down more suspended matter than any other river in the United States, delivering annually 387 tons for each square mile of its drainage basin or a total of 100,740,000 tons.

The rivers of the United States carry to tidewater every year 270,000,000 tons of dissolved matter and 513,000,000 tons of suspended matter. This total of 783,000,000 tons represents more than 350,000,000 cubic yards of rock or 610,000,000 cubic yards of surface soil. If this erosive action had been concentrated on the isthmus of Panama at the time of American occupation it would have excavated the prism for an eighty-five foot level canal in about seventy-three days.

ERIE AGENTS' MEETING.

The next regular meeting of the Erie Railroad Freight Agents Association, will be held at Cleveland, O., Nov. 22nd and 23rd, next.

RAILROADS VS. SALOONS.

An exchange printed the following in fact, it is a very old subject article. It is not a new subject; and maybe threadbare, but it isn't as old as the liquor traffic, itself, and, while the latter continues to thrive it is always consistent to tell humanity, especially that portion of it that earns a livelihood on railroads, that the time has never been, and never will be, when rum and railroading can affiliate with any other than disastrous results. The article says:

"For some time past the larger railroad systems have shown their opposition to the saloon by various rules and regulations governing the actions of employes; and it is not unusual to find them joining in a remonstrance against a saloon being placed in close proximity to railroad yards, shops, or dangerous crossings. But there is a still stronger protest:

According to the "Keystone Citizen," one of the large western railroads has a rule by which any employe who gets his pay-check cashed in a saloon will be discharged.

On first thought this seems like a drastic measure and somewhat of an interference with personal liberty. Why is discrimination thus made against the saloon? Why not include the grocer, the butcher and the baker, and say, "We will discharge every employe who buys any provisions in order to get his pay-check cashed?" In the eyes of the law a mercantile license and a saloon license are the same—a license to do business, but in the eyes of a railroad company they are evidently not the same. Then what is the reason for this ban against the saloon?

Any one who has ever tried it will testify that the saloon is an expensive clearing-house through which to transact a banking business. The sign. "Railroad checks cashed here free of charge," does not mean what it says. You are expected to "take something" for the favor, and, of course, you must "set 'em up" for any "friend" who happens to be standing around, and usually there are several such "friends" who just happen to be there, and before you get away you will discover that you have paid "hock-shop" interest for the favor of getting your check cashed, and that no small part of your month's wages have gone into the till of the saloon-keeper. And all you have to show for it is an unsteady gait, which is quite perceptible to your neighbors, disgraceful to yourself, and discouraging and embarrassing to your wife and family. This result is not obtained from buying groceries or provisions.

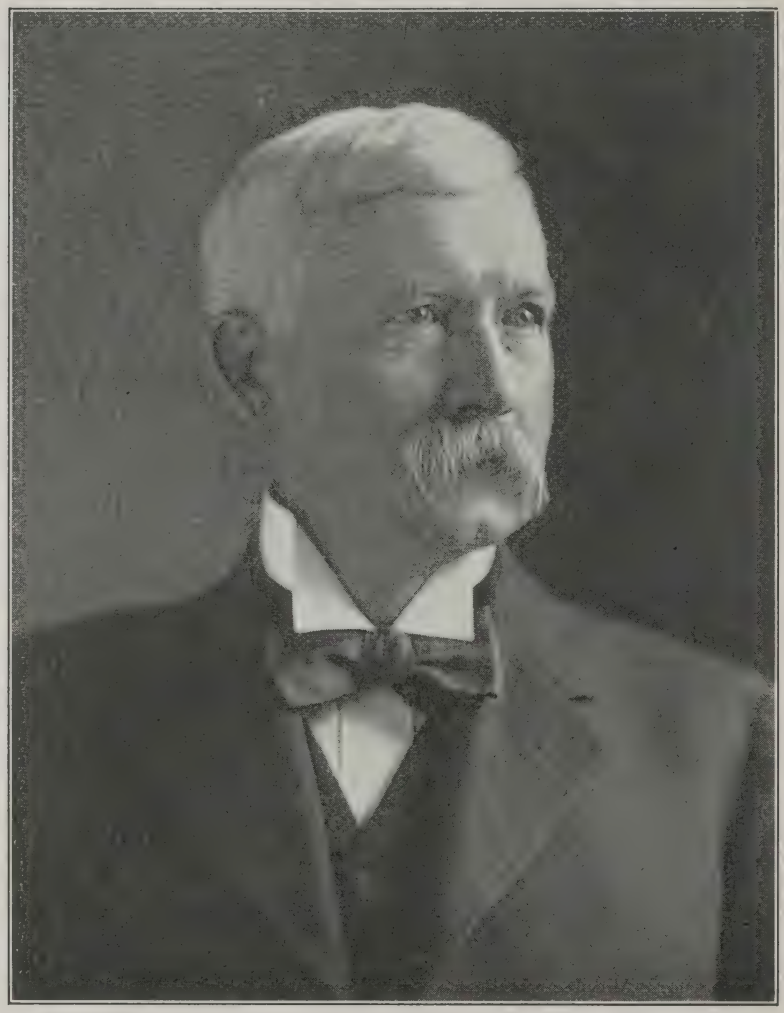
But is that the reason why the railroad company concerns itself and issues this ban against the saloon? It was not their money you spent in the saloon. It was your own; and good, honest, hard-earned money at that. Then how is it their business where you get your check cashed? Let us investigate further.

Did you ever know of any real good obtained from money spent in a saloon, or is a man's health or condition ever improved in this way? On the contrary, no man who has spent a large part of a night and an equally large part of his pay-check in a saloon is equal to a full day's work the next day, and in most cases he is entirely unfitted to perform the hazardous duties of railroading, where not only his own life, but the lives of hundreds of others depend upon the faithful performance of his duties.

A railroad company is a public service corporation. The public has a right to expect not only good service, but safe service, and the company is held responsible for a failure of either. It is a public duty, as well as a private necessity, for them to use every means in their power to protect the lives and property of the public; and any order or rule having this object in view is not, therefore, an interference with personal liberty, for one's personal liberty ceases when it interferes with the liberty of another; and no one can claim a personal liberty when an act becomes one of public interest.

The management of railroads encourage railroad Y. M. C. A.'s and athletic associations as institutions that promote healthy minds and healthy bodies—two very essential things for successful railroading—and they oppose the saloon as an institution which destroys both of these things.

Hence the pay-check order is only one of many perfectly proper safeguards which a railroad company is constantly throwing around its employes, thus serving a three-fold purpose—a protection to the men themselves, a protection to the company's property and interests, and a safeguard to the traveling public—any one of which is sufficient in itself to warrant such action."



THE LATE CHARLES WALDEMAR BUCHHOLZ.
Consulting Engineer Erie Railroad Company.

DEATH OF MR. CHARLES WALDEMAR BUCHHOLZ.

ON October 20th last, Charles Waldemar Buchholz, Consulting Engineer of the Erie Railroad Company, passed away at his home, 106 Hilton Avenue, Hempstead, Long Island, New York, in the 69th year of his age. He is survived by his widow, a daughter and three sons.

Funeral services were held at his late home on the afternoon of October 22nd, and were attended by official representatives of the Erie Railroad.

Mr. Buchholz came of sturdy Prussian stock, and he was a man of great mental and physical strength. He had a leaning toward a seafaring life, and when his parents died he made two voyages around the world. Coming to the United States, he entered the navy and performed valiant service for the country in which he was destined to become a citizen and shining light. His career in the navy was closed and he received an honorable discharge, bearing at the time the rank of Ensign.

Having letters of introduction to the Chief Engineer of the Reading Railroad he was offered the position of transit-man, becoming, finally, Engineer of Construction, going to England and Brazil for the Madeira and Mamori Railroad, in which the Reading was interested. Aften sixteen years of service with that Company, Mr. Buchholz entered the service of the Erie Railroad as Chief Engineer in 1886, and during his alliance with the Company enjoyed the most cordial relations with his fellow officers, all of whom loved him as a man and for his good qualities, as well as for his rare genius in his chosen profession as an engineer.

The name of Charles W. Buchholz will long be remembered in connection with brilliant engineering enterprises, as his opinions and counsel were much sought by leading members of the profession. He was an enthusiast on engineering matters and mingled with the fraternity as often as time would permit. He was a representative to the International Railway Congress held at Berne, Switzerland, July 4-16, 1910.

During the years 1892-93 Mr. Buchholz went to Philadelphia for a New York syndicate as President of the Quaker City Elevated Railroad to supply that city with rapid transit.

Following is his record:

Born December 13, 1843, at Stettin, Prussia. Educated at the technical school and gymnasium at Stettin, 1850-1861. Sailor 1860-64, preparing for Prussian Navy. Came to America during Civil War in May, 1864, entered the Navy and was honorably discharged at its close, ranking as Ensign for meritorious service. Entered railroad service in 1865, since which he had been consecutively to 1867, Assistant Engineer, Philadelphia and Reading Road; 1867 to 1869. Married at Pottstown, Pa., September 21, 1869, to Ellen Maria Nicolls. Division Engineer; 1869 to 1877, Resident Engineer, same road; 1877 to 1880, represented the interest of the Philadelphia and Reading R. R., as Principal Assistant Engineer of the Madeira & Mamori Railroad in Brazil, South America, during which time he made two trips to that country and one trip to England; 1880 to December, 1885, Chief Engineer Construction, Philadelphia & Reading Railroad; December, 1885 to 1892, Chief Engineer, Erie Railroad; in 1892 accepted position as President and Chief Engineer of the Quaker City Elevated Railroad of Philadelphia, Pa. That enterprise failed on account of an adverse decision of the Supreme Court of Pennsylvania and Mr. Buchholz returned to the Erie as Chief Engineer, in 1893, which position he held until May, 1903. Since that date he had been Consulting Engineer of same road, also Chief Engineer of Buffalo Creek Railroad, from May 15th, 1911, until date He was a member of the American Society of Civil Engineers, Franklin Institute, Century Club, Engineers and Transportation Club of New York, Philadelphia and Corinthian Yacht Clubs, Philadelphia, Buffalo Club and National Geographical Society.

When the sad news of Mr. Buchhold's death reached headquarters, the following beautiful tribute to his worth, was written, and when set in type, surrounded by a deep mourning border, was sent out for distribution.

ERIE RAILROAD COMPANY

OFFICE OF THE PRESIDENT

Charles Waldemar Buchholz

died at his residence, Hempstead, Long Island, twentieth of October.

With distinction and abundant intelligence he served the Erie Railroad for seventeen years as its Chief Engineer. As such he had no superior. His loyalty and manly qualities deserve emulation. His fortitude under

great personal affliction was characteristic of the man. His fellow officers and associates, joining in this tribute, will ever hold his memory in affectionate regard.

F. D. UNDERWOOD,
President.

New York City, October 21, 1912.

FIFTY YEARS AT CROSSING.

Up on the top of the mountain, close to Otisville station, there is a highway crossing that is always in need of protection. It is in charge of Patrick Harold, who is as faithful a crossing guardian as the Erie, or any other railroad in this world employs.

Patrick is the type of man that always has his eyes open, and, as the late James G. Blaine would say, "His anchor cast to windward."

The crossing at Otisville is invariably safe to be used, either by trains or vehicles, because Patrick Harold uses good judgment and great care in protecting it. It is one of the highway crossings where accidents DO NOT happen, and all because its guardian is ever on the alert and attending to business. One who knows him had this to say: "There is not on the Erie road, between Jersey City and Chicago, a crossing flagman that has anything on Patrick Harold for reliability."

PATRICK HAROLD, FLAGMAN.

On August 14th, 1862, or 50 years ago, or more, Patrick went to work at the Otisville crossing, and has been there ever since. He knows no other place and has proved to be a most faithful man in the position he holds. He came to the United States from Ireland on August 13th, 1862, and the very next day arrived at Otisville, where his long and honorable career began as an employe of the Erie Railroad. The picture shows him standing at his crossing with flag in hand, signaling an approaching train, and he looks to be the old faithful he is.

And Patrick has raised a nice family, his four sons being good Erie men, also, so that the Harold family is thrifty and respected. Mrs. Harold is with them, too, and is justly proud because her boys all followed in their father's footsteps, and became Erie men. One of the boys is a lineman, another an engineer, running freight, and the other two are telegraph operators, one being employed at Middletown and the other at Goshen. That's the way it goes, and Patrick Harold is not the only man on the pay roll that has sons who are earning their daily bread on the "Old Reliable"; the fact is there are very many like the Harolds, and that's one of the things that makes such good feeling among the employes.

Every train crew that runs over the New York Division, knows Patrick Harold and regards him as a sort of land mark at the Otisville crossing, for he is always out with the flag, when anything is in sight that runs on wheels. And it is pleasant to relate that, at the age of 69, this dear old fellow is as strong and vigorous as when, at the age of 19, he wielded his first flag for the Erie Railroad.

CYCLIST RIDES COWCATCHER.

To ride on the cowcatcher of a rapidly moving locomotive while perched on a motorcycle was an experience of Grover Gilmore, a lumber dealer, living at 31 Rumbold Ave., North Tonowanda, N. Y., recently. He escaped with bruises on his right leg.

Gilmore was crossing the tracks of the Erie & Lockport trolley line, when an Erie switch engine came into view a few yards away.

Gilmore turned on more speed in an attempt to avoid being hit, but the pilot of the engine picked up his motocycle and Gilmore perched on top of his machine on the pilot, was carried along until the engine was stopped. The motorcycle was wrecked.

HONESTY.

Judge—Did you have a partner with you when you committed this burglary?

Burglar—No, your honor. I never works with anybody. You see, you never can tell whether a chap is honest or not!

OBSERVATIONS ON OKLAHOMA.

By C. W. Clarke, General Agent, Oklahoma City.

THERE have been several interesting and instructive articles published in the Erie Magazine concerning various sections of the country, which have been written by our representatives in such territories, in which they have given us some valuable and surprising details,—we say surprising from the fact that we were laboring under the impression that we were well acquainted with the resources of and general conditions therein, but these well written articles have opened our eyes and given us a new and more comprehensive idea of the interests of the Erie Railroad in the territory off the line of the road, and as the Oklahoma Agency is a recent addition to the Erie's rapidly expanding corporate limits, in a state with which very few of our people are at all acquainted, we wish to record here a few facts regarding present conditions and prospects for the future in this, the most enterprising state in the Union, —the one that is making the greatest and most rapid strides in advancement along all lines of endeavor.

We make history so fast in Oklahoma, cities are built so rapidly and improvements go forward at such a wonderful pace, that people outside the state cannot realize how all the changes take place.

George Fitch says of Oklahoma: "Oklahoma was the baby state of the Union until its nose was put out of joint by Arizona and New Mexico. It is less than six years old, but it is the huskiest infant for its age ever raised in this nation. It is growing so fast that it already has a deep bass voice in politics, agriculture and population statistics, and is already larger, statistically speaking, than Maryland, Nebraska, South Carolina, Arkansas, Louisiana, Connecticut and twenty other states. Oklahoma was originally set aside by the Government as "Indian Territory" for the exclusive use of the Noble Redman, who, however, failed to make good agriculturally and did not increase the crops of the territory by so much as a trainload a year. Accordingly, the Indian population was congested into a few reservations, and twenty-three years ago the territory was settled by a mob of 100,000 white citizens in the greatest Marathon on record, the winners receiving their farms free of charge. Being thus settled by foot runners and horse racers, the territory has sprinted ahead ever since, until now it contains 1,700,000 people, and is growing so fast that the Oklahoma farmer tosses a coin in the Spring to decide whether he shall plant corn or skyscrapers on his land. The soil of Oklahoma is very fertile, raising wheat, corn, oats, oil derricks and politicians in vast quantities. Oklahoma is the home of the Indian aristocracy, and has 250,000 Redmen, ranging from the blanket to the automobile stratum of society. One of the finest qualifications for office in the state is a little of blue redman blood, and Oklahoma has a Governor and a Senator who can trace their American ancestry several centuries back of the Pilgrim Fathers. Oklahoma also has a blind Senator who can see about twice as far as some of our Senators, and can read fine print without glasses. Oklahoma possesses the most modern constitution in the country, it being completely equipped with throttles, right and left hand drives, vote controls, brakes, accelerators, reverse gears and self starters.

Oklahoma is larger than any state east of the Mississippi River, and contains 70,057 square miles. Following are a few points showing wherein this state excels every other state in the Union.

It combines soil, temperature and climatic conditions in such a manner as to grow profitably more products than any other state in the Union.

It is not entirely situated in what is commonly designated as "the cotton belt," yet cotton is grown in every county in the state. It is not entirely situated in what is commonly designated as "the wheat belt," yet wheat is grown in every county in the state. It is not entirely situated in what is commonly designated as "the corn belt," yet corn is grown in every county in the state.

Oklahoma markets some kind of an agricultural commodity eleven months out of the twelve.

Oklahoma is the only state that can grow profitably every crop in the temperate zone.

Oklahoma has more land under farm control than any other state had at more than twice its present age.

Every county can grow fruit for market purposes.

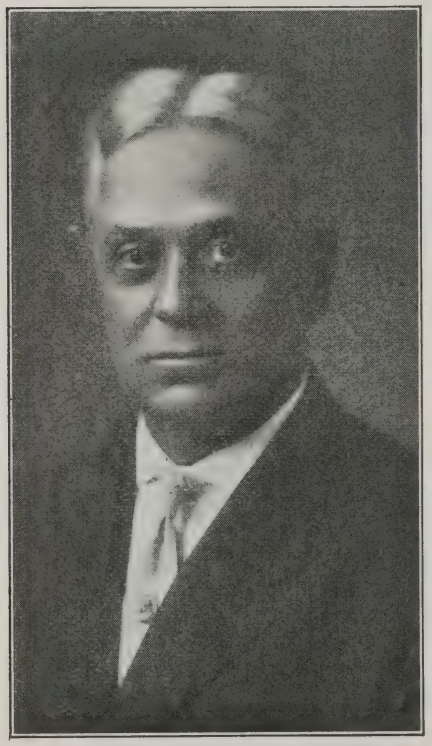
A greater per cent of Oklahoma farmers own the land they cultivate than in any other state.

Oklahoma exceeds every other state in the increase in the annual production of livestock.

Oklahoma combines in more ideal proportion than any other state, the three most important items of industry, namely: timber, mines and farming.

In proportion to population and taxable property value, Oklahoma does more for its agricultural population than any other state. Its Board of Agriculture is the only like institution in the United States, that had its inception in a constitutional provision.

Oklahoma contains a greater body of continguous alfalfa area than any other state.



C. W. CLARKE.

Oklahoma is the only state that has evolved in eighteen years, from a cattle ranch to a modern American Commonwealth containing 1,700,000 people, and annually producing agricultural products—including livestock—to a total of $225,000,000.

Oklahoma annually produces more broom corn than Kansas and the balance of the world combined, the amount being 90 per cent of the total production of the world. Oklahoma, however, does not get credit for the growth of this crop, as it is shipped into Kansas, where holding arrangements are in effect where the broom corn is sorted and graded, one year's time being allowed in which to send it forward. Then, when it does move, Kansas gets all the credit and is known as the Broom Corn State, but since coming to Oklahoma I have been working with the chambers of commerce and commercial clubs throughout the state, with a view of having them induce the various railroads in the state to establish such holding points in Oklahoma, so that when the crop eventually moves east, Oklahoma will get full credit for raising it, and incidentally, the representative of the "Old Reliable" will have an opportunity to include some of the traffic in his statements of tonnage and revenue to the General Office.

Oklahoma is the leading state in the annual production of petroleum, and has the biggest continuous oil field in the world.

Oklahoma has an estimated possession of eight billions tons of coal, yet to be mined.

Oklahoma has enough rock asphalt to pave every large city in the world.

Oklahoma annually grows from 900,000 to 1,000,000 bales cotton, worth from $65,000,000 to $70,000,000; $21,000,000 worth of corn; $17,000,000 worth of wheat; $8,500,000 worth of oats; $2,000,000 worth of alfalfa; $2,000,000 worth of broom corn.

The population of Oklahoma in 1900 was 790,391, and in 1911 it was 1,756,200. The capital employed in manufacture grew from $5,976,000 in 1900 to $38,873,000 in 1911; value of manufactured products increased from $10,976,000 to $53,682,000. Cotton oil products increased from $874,535 in 1900 to $5,180,000 in 1911. Lumber cut increased in same period from 22,104,000 to 164,663,000 feet. Improved farm lands from 8,574,187 to 17,496,000 acres. Mineral products increased from two million dollars to nearly thirty-three million. National Bank resources increased from $9,283,028 to $90,397,757; other bank deposits from $3,703,784 to $39,683,943. Property value from $811,600,000 to $1,330,000,000. Not a bad showing for a state that has just begun to unfold its wealth. Indeed, it speaks for itself, and no words of mine can add cogency to these figures. I shall

not attempt to make any elaborate deductions from them.

Mr. B. F. Yoakum, Chairman of the Board of the Frisco Railroad, said some time ago:

"Looking forward into tomorrow, I feel confident for Oklahoma. I see its deposits of good coal, its great oil fields, its hundreds of square miles of gas lands, its raw hills of asphalt rock, its untouched glass-sand deposits, driving it onward in the industrial race side by side with Illinois, Indiana and Ohio. I know its rolling plains and valleys and what they may yield in time to come under intensive cultivation. In the very infancy of the state, they have established, for the making of the future of the land, schools and colleges that teach the boys and girls the fundamentals of the finest farming in the world. In time—and not so long—the state may stand with Iowa in the per-acre production of its farms, and in the value of its acres to the buyer. Only, like every land where much is to be done, the state calls aloud for capital and men. Hardly an acre of its broad area cannot be cultivated—and only a quarter of it has felt the plough. Billions of tons of raw industrial material lines its hills and fills its wooded watercourses. To its conversion the capital of the world must be invited."

There are sixteen railroads operating in the state, including the four big western trunk lines—i. e., the A. T. & S. F., C. R. I. & P., M. K. & T., and St. L. & S. F. However, fifteen years ago the transportation facilities of Oklahoma were very meagre. Today the state has more mileage for each square mile of territory and its population, than Kansas, Missouri, Texas, Arkansas or New Mexico.

In 1880 there were only 289 miles of railway in the entire state. With the formal opening of the state, strip by strip, to homestead entry, railway construction began in earnest during the succeeding decade, and when the year 1890 rolled around, the state had a total mileage of 1,261 miles. Settlement and colonization continued on a grand scale between 1890 and 1900, and afforded such a marked impetus to new construction, that this period showed an increase of almost 100 per cent, the report of the Corporation Commission for the year beginning the new century showing a total of 2,399 miles of main line in the state. In the past ten years Oklahoma railway mileage increased nearly 300 per cent, leaping from 2,399 miles in 1900 to 6,250 miles in 1911, an increase in mileage, not only marked but grounded upon such sound economical conditions, that practically the entire mileage began paying net revenue from the very first day of operation.

Since 1910, the feature events of new line construction have centered about two large new trunk lines—the Missouri, Oklahoma and Gulf, and the Wichita Falls and Northwestern (M. K. & T.). The former was organized and promoted by a number of Kansas City and southwestern investors, who found no trouble in getting solid financial backing. Oil, coal and agriculture afford the tonnage backing for this project. The first stretch of line was built from Wagoner to Denison, Texas, and proved so successful that the promoters found little trouble in getting further financial backing, and now three new divisions, aggregating a total of 300 miles, are under construction. These are, the division from Denison to Fort Worth and Dallas, some of the contracts for the construction of which have already been let; the division from Wagoner to Joplin, now almost completed; (but they are running trains into Joplin now, over Frisco rails), the division between Henryetta and Oklahoma City, contracts for which were let about October first. The Wichita Falls & Northwestern, a "Katy" acquisition, has now completed 300 miles of construction, consisting of a main line from Wichita Falls to Forgan, Okla., and two branches, one extending from Altus to Wellington, and another from Wichita Falls to Newcastle. In traffic circles this road is known far and wide as the "bonus built road." This was because the Oklahoma towns opened to traffic by it were so eager for the road, that it is said that over half of the construction expense was met by bonuses they raised. The main line will ultimately be extended to Denver, and the Altus-Wellington branch through the Texas panhandle to a New Mexico terminus.

The Clinton and Oklahoma Western has also completed an extension, that promises to play an important part in traffic development. The road was originally built from Clinton to Butler, and tonnage hauled over its fifty mile line became so large that the company was reorganized with a quarter million dollar increase in its capital stock and the

election of an Oklahoma man (J. W. Maney), as president. The road has just been extended thirty miles, with a present terminus at Strong City, in the centre of Roger Mills county. Another extension will carry it into the Texas panhandle, with a terminus at Canadian, where it will connect with the Santa Fe. An eastern extension from Clinton will carry the line into the coal fields of southeast Oklahoma, by way of Oklahoma City, giving it a chance to develop both heavy mineral and agricultural tonnage.

Among the projected new lines, for which surveys have already been made, are, Oklahoma and Northwestern, 160 miles; Kansas, Oklahoma and Southwestern, 600 miles; Ardmore & Western, 100 miles; Bliss-Perry extension of Rock Island, 30 miles; Ardmore-Oil City spur of Santa Fe, 50 miles; Cushing-Sapulpa cut-off of Santa Fe, 100 miles; Arkhoma-Fort Smith coal road of Katy, 60 miles; Oklahoma City-Shawnee Interurban, 47 miles; Tecumseh-Sulphur, Tecumseh-Guthrie and Tecumseh-Oklahoma City system of interurbans, 100 miles; eastward extension of Ardmore interurban, 30 miles; Omaha, Texas and Gulf, 300 miles.

Oklahoma City is located in almost the exact geographical centre of the state and is its capital. It has a commission form of government, guaranteeing publicity in municipal affairs, safety of public funds, and economy of administration. The population of the town in 1900 was 4,151; in 1911 it had grown to 10,037, and the city of today in the last census, showed 64,205, and is now estimated at 72,000. We have a Chamber of Commerce with more than 1,300 members,—something no town five times its size can boast of,—and everyone of the 1,300 and over, is a live wire, one of their slogans being "Be a self-starter and Go!"

The capital of the state was recently removed from Guthrie to Oklahoma City by automobile, and is the only capital in the country that has exceeded the speed limit. Oklahoma City also holds the national municipal sprint record, having increased its population 540 per cent in the past ten years, while Muskogee is second, with 450 per cent.

There are 30 public schools, aggregating in cost a million dollars, and enrolling an attendance last session of 13,000. The high school building is the most beautiful structure of its kind in America. It cost more than an attendance last session of 1,565. half a million dollars and enrolled

There are eight hospitals, aggregating a construction and equipment cost in excess of a million dollars, besides a number of sanitariums, charitable homes, a Y. M. C. A., Traveler's Aid, Provident Association and juvenile court.

There are seventeen parks, containing a total of 2,324 acres, and a thirty mile boulevard 200 feet wide encircling the city, which is destined to become one of the most popular automobile courses in America.

There is a Carnegie library with an average yearly list of book discharges reaching 150,000, and housed in a building costing $150,000.

The city has 249.82 miles of sanitary and storm sewers, nine fire stations, with ninety-three employes; 190 factories in operation, employing 5,200 people, with a weekly payroll of $66,000, and a weekly output of $625,000. Morris & Company's packing plant employs 1,000 people, and has a weekly payroll of $15,000. Sulzberger & Son's plant began operation October 9th, 1911, and also employs 1,000 people, with a payroll equally as large. The capacity of the stock yards is 11,000 cattle, 10,000 hogs, 6,000 sheep, and it occupies 160 acres. There are sixteen banks, with average monthly deposits during 1911 of $16,672,102.

The Erie Railroad established an office in Oklahoma City, January 1st, 1912, to have jurisdiction over the entire state, the force consisting of myself and one clerk, and through the efforts we are putting forth, the Erie has been pretty thoroughly advertised throughout the state, and we are pleased to be able to say that the traffic moving in connection with the ERIE, is increasing right along, which is largely due to the efficient help we are receiving from our co-workers of the "Old Reliable." The word ERIE is now coming to mean something and to be a pretty prominent word among most of the shippers and receivers of freight in this territory, and the time will come when we will be in position to enjoy a large share of the heavy traffic between points in the state and Erie territory.

THE OKLAHOMA SPIRIT.

It is a clean memory of yesterday,
A true look at today, a certainty of
conquest tomorrow.
Its purpose is unwavering, its courage steadfast, its mien dominant.
It invites, it challenges, it does!

—Edward Allison Hill.

THE ERIE ROLL OF HONOR

H. J. Breen, Brakeman,
New York Division.
E. G. Hynes, Operator,
New York Division.
H. W. Pierce, Brakeman,
New York Division.
H. D. Hatch, Brakeman,
New York Division.
Wm. O'Malley, Brakeman,
Delaware Division.
Jesse Collier, Conductor,
Meadville Division.
L. L. Hoffman, Engineer,
Meadville Division.
J. O'Leary, Yard Conductor,
Cincinnati Division.
R. G. Ettinger, Repairman,
Cincinnati Division.
G. Govert, Clerk,
C. & E. Division.
Martin T. Moran, Brakeman,
N. Y., S. & W. Division.
Winfield Vanderhoff, Brakeman,
N. Y. S. & W. Division.

While performing special service in the vicinity of "B. J." Junction on the New York Division, H. J. Breen, brakeman, discovered a dragging brakebeam on seventh car from engine in extra 1859, East, and took prompt action to have train stopped and defect remedied before any serious accident occurred. For this efficient performance of duty, Superintendent Parsons has added a credit mark to his record.

As extra 1872 was passing "D. Q." tower on the New York Division, E. G. Hynes, operator, discovered a brakebeam dragging under one of the cars. He took prompt action to have train stopped and defect remedied, thereby averting what might have resulted in a serious accident. A credit mark has been added to his record.

While employed on wrecking outfit on New York Division, and when near Waldwick on a recent date, H. W. Pierce, brakeman, noticed a dragging brakebeam on car S. F. R. D. 7366 in train 76, which was passing, and took prompt action to have train stopped and defect remedied before any serious accident took place. For this good service a credit mark has been added to his record.

While en route to Paterson to cover a run, H. D. Hatch, brakeman on the New York Division, discovered a fire at Muh's plant, Passaic, N. J. He promptly procured an engine from the produce train, which was in the vicinity, and switched a number of freight cars away from the danger point, thereby saving loss to the Company. He also went to ticket office, and in the absence of operator, paid necessary telephone charges, in order to notify despatcher to send a switch engine to Paterson to render the necessary assistance. The splendid and intelligent service rendered in connection with this occurrence is fully appreciated by the management, and a credit mark has been added to his record.

Wm. O'Malley, brakeman, employed on the Delaware Division, has been given a credit mark for vigilance in discovering a broken rail at Rock Cut, west of Kimbles on the Wyoming Division, while running on extra 1534. The credit mark was awarded at the request of Superintendent Eckels of the Wyoming Division.

One day early last month engine 1445 started out of Kent, Ohio, yard, having no one aboard her. She ran east over the westbound track. At the time two light engines were running west, and these, fortunately, were caught at Ravenna, when they were placed on the eastbound track before the run away engine reached them. These engines were in charge of Conductor Jesse Collier of the Meadville Division, who with Engineer L. L. Hoffman are entitled to a great amount of credit for the manner in which they handled this serious situation. As soon as the runaway engine had passed, they took one of their engines, got her promptly through the crossover and followed the runaway engine, catching her before she reached Freedom. The splendid judgment used by Messrs. Collier and Hoffman was most commendable, and is so regarded by Superintendent Batchelder, who fully appreciates the excellent service rendered, and has

awarded both participants a credit mark.

When a fire broke out at Kent, Ohio, on a recent date, it was seen by yard conductor J. O'Leary of the Cincinnati Division, who took quick action in pulling cars out of the switch near where the fire was blazing, thereby saving any loss or damage from that cause. He has been given a credit mark for the fine service performed.

A credit mark has been awarded R. G. Ettinger, gate repairman at Marion, Ohio, on the Cincinnati Division, for faithful service rendered. Ettinger discovered fire in the back of the signal department storeroom, and extinguished same before any great damage was done.

On a recent occasion G. Govert, employed as clerk on the Chicago & Erie Division, discovered a draw bar strap lying across the rail on west bound track at Griffith, after train 30 pulled out on the double track. By removing the obstruction he saved a possible derailment to a west bound train. A credit mark has been added to his record.

While acting as brakeman on extra 56, East, on the New York, Susquehanna & Western Division, Martin T. Moran, brakeman, discovered a broken flange under Eire car 51953 at Ash Gap, Pa., and took the proper action to have car switched for repairs, before it caused an accident. Superintendent Johns has added a credit mark to his record.

A credit mark has been added to the record of Winfield Vanderhoff, brakeman on the New York, Susquehanna & Western, for good service rendered. He discovered a broken rim on wheel of coach 105 as it stood at North Paterson and reported it promptly.

OBITUARY.

David H. Jack.

David H. Jack, aged 57, one of the leading members of the McKean County (Pa.) bar, died recently at the Bradford Hospital. He was educated at Wesleyan University, Middletown, Conn. After his graduation he went to Bradford and studied law, becoming a member of the law firm of Berry, Elliott & Jack. He was an expert in corporation law, and was attorney for the Erie Railroad Company and the Associated Producers, a branch of the Tidewater Pipe Company. He was a director of the First National Bank of Bradford and a thirty-second degree Mason. He leaves one son, Harry M. Jack, an attorney of Bradford, and two sisters, Mrs. Joseph Capeau, of Pittsburg, and Miss Emma Jack, of Butler.

Samuel Curtis Van Vliet.

After serving the Erie Railroad well and faithfully for more than 51 years, Samuel Curtis Van Vliet, station agent at Oxford, N. Y., on the New York Division, has been called to his long reward.

Mr. Van Vliet died at his home after a week's illness, due to infirmities incident to old age. Deceased, in addition to being the Erie's agent at Oxford, conducted a store in the village. He was a man of literary tastes and was correspondent at Oxford for several newspapers in Orange County, being a breezy and entertaining writer.

Deceased is survived by two married daughters, a grand daughter and two brothers. He was a man of integrity and was held in high esteem by a large circle of friends and acquaintances.

THE EARTH'S CHANGES.

There was a time when even the polar regions bloomed with many of the splendid and varied forms of life that now adorn the tropics.

The fossil remains of these ancient forms preserved in the bosom of the rocks carry us back perhaps millions of years in the earth's history and show clearly what wonderful revolutions the surface of the globe has undergone since the first plants and the first animals appeared upon it.

Who would think of meeting a rhinoceros nowadays on the prairies of northwestern Canada unless perhaps a traveling menagerie should pass that way? Yet at one time, as discoveries of recent years prove, a creature closely resembling the rhinoceros of India and Africa dwelt in that now comparatively cold, snowy and barren region.

Remains of these extinct ancestors of an animal that in our day thrives only in the tangled tropical forests and under the hot equatorial sun have been found buried in the Canadian rocks, where now the cold blasts of winter blow over treeless plains.

SPECIAL "REMINDERS"—SUBMITTED BY ACCOUNTING DEPT.

THIS Magazine from time to time prints good advice, under the caption of "DONT'S," same being written by persons in the departments to which the paragraphs refer. If employes that read them—and we understand they are generally read—will follow the advice given, it cannot fail to be of inestimable value to the Erie service, and to the men themselves.

At the meeting of the Erie Railroad Freight Agents' Association, held at Jamestown, New York, August 23d and 24th, there were many topics discussed that were of vital importance, particularly to the Transportation Department, and those present, which included visiting officers, profited by what was said and the papers read.

The circular issued by Mr. E. J. Bauer, secretary, covering the proceedings, contains 17 pages, for which reason space in this Magazine to print it all is prohibitory. However, the special "Reminders" are printed herewith, because they are of value to those whose duties attach them to the Accounting Department.

1. DO NOT fail, when clerks are transferred to accounting work, from positions not requiring a knowledge of all, or any portion, of accounting department instructions, or new clerks are assigned to such work, to have them read and study circulars of the accounting department, particularly Order 136, and supplements thereto. Refresh your own mind occasionally by reading such instructions. See that clerks referred to are furnished with your complete file of these instructions, not omitting supplements to original circulars, and later question them as to their understanding of same.

2. DO NOT overlook the fact that the date of arrival at destination station should be stamped on all inbound way-bills. While there must be no failure to report way-bills promptly, it is not expected that the date of arrival will in all cases agree with date of report.

3. DO NOT neglect to issue corrections where inbound way-bills are corrected prior to entering in account.

4. DO NOT neglect referring to your original record of way-bills before adjusting correction notices, in order to ascertain if the figures prior to change, as shown by corrections, agree with your record, and that "ADD" or "DEDUCT" amounts shown on corrections are correspondingly correct. BE SURE and change your record to agree with corrections you adjust and make notation against original entry of way-bill as to date of adjustment. Care in this matter will avoid trouble if a later correction is received, and prevent erroneous adjustments.

5. DO NOT fail to adjust undercharge corrections promptly or send them to auditor of freight accounts for further information if you are in doubt as to their correctness.

6. DO NOT fail to send to auditor of freight accounts the required number of copies of corrections which you issue on audit office settlement way-bills. REMEMBER that the original correction, with two copies, PLUS ONE ADDITIONAL COPY for each road interested in the way-bill, should be furnished.

7. DO NOT neglect to snow full routing on correction notices which you issue on audit office settlement way-bills. In reissuing corrections received from foreign roads, BE SURE and show reference to, and attach the original correction to your issue with a pin. The omission of references to a foreign correction means that you will be traced for an accounting for it, should it become detached from your issue.

8. DO NOT fail, when you receive corrections from other agents covering differences which you have already covered by corrections of your own issue, to accept and send the other agent's correction to auditor of freight accounts, with reference to your correction. If you reported corrected figures on the way-bill, so state on the other agent's correction. You will thereby avoid being traced for the other agent's correction.

9. DO NOT report way-bills which originally read to another station, and which have been corrected to read to your station, as "ADD CORRECTIONS." Report such way-bills in the regular manner, just as though way-bill read to your station in the first instance.

10. DO NOT adjust overcharge corrections until overcharges have been refunded. When refund is made, BE SURE to show number and date of your refund draft on correction, or that refund was made in cash, with date of refund. If furnished with draft book, all refunds of $1.00 and

over should be paid by draft. Follow Order No. 118, relative to refunds, carefully. BE PARTICULAR to show on your corrections, references to overcharge advices received from auditor of freight accounts, and pin such advices to your corrections.

11. DO NOT fail, when correction notices are declined, to make a notation to that effect against your original entry of way-bill, showing by whom correction was issued, also number and date. This will enable you to dispose of tracers you may receive for the adjustment of such corrections.

12. DO NOT fail to show on "free astray" way-bills, references to revenue billing or enter thereon the "probable" charges, reporting way-bills accordingly. By so doing, the necessity for returning such way-bills to you will be avoided.

13. DO NOT undertake to prorate charges collected on "free astray" way-bills issued by connecting carriers. Enter the total amount collected in the freight column on way-bill, and so report.

14. DO NOT turn "free astray" way-bills over to connecting lines, but furnish transfer billing and report the "free astray" way-bills to auditor of freight accounts with notation thereon showing date of delivery of freight. The question of billing "free astray" shipments for connecting line points to destination is now under consideration, and if it is decided to adopt that plan, instructions to that effect will be issued and, in that event, way-bills should be passed to connecting lines after proper record is made.

15. DO NOT turn correction notices over to connecting lines, but reissue to connecting line agents, accounting for undercharge corrections promptly. Send overcharge corrections to auditor of freight accounts "declined" if not accepted by connecting line agents at the expiration of thirty days.

16. DO NOT fail to securely attach copies of outbound A. O. S. way-bills to Form 503 A. S., also corrections adjusted on said form. Seven hundred (700) of these reports reach the auditor of freight accounts daily, as well as a large number of other reports and mail. Likewise, DO NOT fail to securely attach inbound way-bills to daily received reports with copies of corrections adjusted thereon.

17. DO NOT fail to forward daily forwarded and received report blanks, Forms 503, 503 A. S., 504 and 504 A. S. for the last working day of the month, when you have nothing to report on that day. Fill in the date, and name of your station on the blanks mentioned, and note on each "NOTHING TO REPORT."

18. DO NOT neglect to forward your monthly recapitulations, Forms 507 and 507 A. S., in accordance with instructions of auditor of freight accounts. Delay in this matter causes great trouble in his office. REMEMBER, that he has to close up and audit some 1,400 of these reports in a short period of time. Excuses for failure on his part to state the Company's revenues on time are not accepted from him. If you retard his work you make his task very difficult and he is also handicapped in auditing your accounts.

19. DO NOT fail to make it a practice to frequently look over reports which are about to be forwarded to auditor of freight accounts and take prompt steps to correct irregularities if you find that clerks are not complying with instructions. DO NOT wait for the auditor of freight accounts to call your attention to irregularities. HE HAS TROUBLES OF HIS OWN.

20. DO NOT THINK THAT THE ABOVE ALL RELATES TO THE "OTHER FELLOW." LOOK MATTERS OVER CAREFULLY AT YOUR OWN STATION AND YOU MAY FIND THAT IT IS "YOU."

THE SILENT PLACES.

There was a Californian ranch-owner in town recently who found difficulty in making his New York friends realize in what a lonesome section of the country his ranch was located.

They asked him if he ran over often to San Francisco. For the forty-eighth time he answered wearily that San Francisco was situated two hundred and fifty miles from his front door.

They remarked that he probably had some extremely interesting neighbors. He reiterated, in a metallic voice, that the nearest ranch to his was forty miles away as the crow flies, but felt like eighty miles if you used any means of locomotion not a crow's.

Then, as the final straw, somebody observed that the Californian and his wife probably got up frequent and entrancing bridge parties.

(From the "New York Sun," Oct. 14, 1912.)

FAIR TREATMENT FOR THE RAILWAYS.

The people of the United States have so long been accustomed to seeing railway receipts expressed in monthly and annual aggregates of millions and billions of dollars that they have come to regard the railways as having a purse without bottom. Their attitude has been that of a small boy who without thought of the limitations upon his father's earnings besieges him for a bicycle, a pony and cart or a new game when the parent may be finding it difficult to provide him with clothes. If all of the small boys in the country had votes perhaps they would endeavor to bring the same sort of legislative pressure to bear upon their fathers that the people have been so successful in directing against the railways.

On another page "The Sun" attempts to set forth the limitations that harass the railways, even at this time of unwonted traffic. Measured by the standard of the prices of commodities in general, and it is what things cost that determines the value of money, railway rates have actually decreased something like 25 per cent in the last decade.

The prices of commodities in general rise and fall with the fluctuations in supply and demand, but the price of transportation, the only thing the railways sell, is held hard and fast under government regulation. In most employments the rates of wages rise and fall with fluctuations in supply and demand, but the wages of railway employes have been rising steadily, and it has been impossible for the railways to reduce them even in times of stress.

Capital is the only thing needed by the railways which refuses to be bound by artificial fetters. It persists in going where it can obtain the best security and the most satisfactory returns. Prior to 1880 capital was expended in railway construction in greater proportion than it went into either agriculture or manufacture. Since 1900 the capital value of agriculture and manufacture has increased at three-fold the rate of the increase in railway capital. In 1900 the capital value of the railways was about 15 per cent greater than that of manufactures and about half that of agriculture. In 1910 the capital value of the railways was over 20 per cent less than that of manufacturing and only one-third that of agriculture.

The only way the railways can obtain capital is to offer the assurance of return that will attract it. In order to offer such assurance they must be permitted to increase their rates or decrease their expenses. The country needs more railways and it needs better railways. Those who know say that the amount of capital necessary to place the transportation facilities, especially of the western part of the country, abreast of the agricultural and manufacturing development is almost inconceivable.

Through the accounts prescribed and published by the Interstate Commerce Commission the people of the United States can ascertain what becomes of every dollar of capital acquired by any railway company and what use is made of every dollar received by it from the sale of transportation. It is as useless at this time to make recriminations against the railways because of the sins of railway buccaneers of the past as it is to conjure up the evils that led to the civil war. It was no more necessary after the civil war that the old causes of bitterness should be forgotten and all of the people work together for the good of the whole nation than it is now necessary that old errors of commission or omission, whether on the part of the railways or on the part of the people, shall be forgotten and the whole people join for the good of the whole nation in seeing that the railways have fair treatment.

The country needs more railways and better railways. If it does not obtain them the cultivation of the fields will relax, the operation of the mines and mills will halt, our markets dwindle. It is a condition and not a theory that confronts us.

SENTENCE SERMONS.

(From the Chicago Tribune.)

Giving is the secret of full living.

Many a silk hat covers a mercerized brain.

A good man only punishes when he dare not pardon.

The world never forgets those who forget themselves.

Love for the truth often means liking for my own notions.

Most of our thorns get at us in our attempts to sleep on roses.

It takes more than pious wishbone to make moral backbone.

EUROPEAN TRAFFIC AGENT.

In July, 1911, the Erie Railroad added to its list of employes, a man of the name of Thomas William Jacobs, and he is an Englishman.

It so happened at that time, that the Erie's foreign business was growing to enormous proportions, and the Company needed a good, staunch hustler to represent the trans-Atlantic traffic. It was up to Mr. D. W. Cooke, general traffic manager, to find the person, and he went forth and located his man. Mr. Cooke went abroad on Company business, and in finding and appointing Mr. Jacobs to the position of European traffic agent, demonstrated that he was a good judge of mental calibre and physical strength.

T. W. Jacobs is a man who has done things and is still doing them.

THOMAS W. JACOBS.

As we would say in slang parlance, "He is getting there with both feet." He has had a great deal of railroad experience in several of its branches, and is tireless in his zeal to keep traffic moving in the channel that leads Erieward.

Last April Mr. Jacobs paid a visit to this country to get acquainted with the large Erie family. He was escorted through the many offices at headquarters and introduced; then he was taken over the system and made acquainted with as many persons as time would permit. He attended the traffic dinner at Congress Hotel, Chicago, on the night of May 3rd, and at that function gained an idea of the sort of sociable aggregation the Erie is made of. Then he went back to merry England, impressed with the idea that the Erie is a great road, and the limitations of the United States almost as boundless as the Atlantic Ocean itself.

The impression Mr. Jacobs made of his own personality was that he is a jolly good fellow, which impression prevails wherever he shook hands. And, really, he is a jolly good fellow, possessed of ready wit, a genial nature and the ability to tell a story and listen appreciatingly to the stories of others. Moreover he is an athlete and, like all Englishmen, fond of outdoor sports. In this connection "The Great Western Athletic News," in its issue of February 1st, 1906, had this to say of Mr. Jacobs, under the caption "Tommy Jacobs," with an accompanying cartoon, showing him in the dress of a sailor with "H. M. S. Buzzard" on his hat. The cartoon is so life-like that even proverbial modesty could not prevent its reproduction.

"He formerly played for Guildhall in the company of Tom Cautley, with occasional appearances for the G. W., but left that team to turn out regularly for the G. W. upon the latter seceding from the London League.

"This is his second season as Captain of the 1st XI, and his general good nature and personal ability are largely responsible for the successes which the team has achieved.

"His usual position on the field is right back. He is a fearless tackler and kicks with strength and safety; and has an aptitude for coming clean through a crowd of players with the ball at his toes, a feature which has won for him the admiration of friends and opponents alike.

"Naturally, therefore, when forwards get in the vicinity of Jacobs they have to "look out for squalls" and many is the opponent who, sailing up from the offing, has had to change his tack, and at the moment of putting his helm down to shoot or centre has found himself blanketed and compelled to go to leeward.

"A jolly fine skipper, and *one of the very best.*

"There is no one amongst Paddington Athletes more popular than T. W. JACOBS—more familiarly known as "Tommy"—who has recently left the

general manager's office in quest of 'outside' experience, the introduction to which he is obtaining at Windsor.

"Tommy is one of the all round sort of athletes, and excels in every branch of sport—football, tennis, swimming, rowing and cricket, not forgetting Ping Pong and the noble art of self-defence; but football is his *forte*.

"Living in close connection with shipping and the sea, it is not altogether surprising that he should have 'signed on' for the Naval Volunteers, whose headquarters are on the 'Buzzard' lying in the Thames just above Blackfriars Bridge, this doubtless ac-

"Tommy" Jacobs.

counting for our artist partly 'rigging' him out in seaman's attire."

Following is his railroad record, as written by himself:

Educated in England and Belgium, learning French and German.

November, 1900, entered service of Great Western Railway of England in the assistant goods manager's office.—Freight train working, sperial loads, canvassing matters.

August, 1902, general manager's office.—Parliamentary work in connection with new lines, advertising, public complaints.

December, 1905, Windsor & Eton freight station.—Billing, cartage (performed by Company), claims, accounts, checking merchandise, and other incidental duties, solicitation.

February, 1909, Oxford freight station.—Same as Windsor, except on a larger scale, and cartage in hands of outside agent.

July, 1909, Reading freight station.—Special temporary duties in connection with agricultural show traffic.

October, 1909, recalled to chief goods manager's office.—Appointed to attend out-door work in regard to traffic for steamers running between France and England; during heavy fruit season from Bordeaux and Nantes districts into England, appointment involved special duties resecuring and working traffic over French rails ex-growing centres to port of shipment, steamer loading, manifesting cargoes, etc.

July, 1911—Entered service of Erie Railroad.

OLD VIRGINIA HOSPITALITY.

Virginia hospitality is a byword. The old-time country house, says Mrs. Roger A. Pryor in "My Day," was built of elastic material, capable of sheltering any number of guests, many of whom remained all summer. Indeed, this was expected of them.

"My dear sir," said the genial master of Westover to a departing guest who had sought shelter from a rainstorm, "my dear sir, do stay and pay us a visit."

The guest pleaded business that forbade his compliance.

"Well, well," said Major Drewry, "if you can't pay us a visit come for two or three weeks at least."

"Week ends" were unknown in Virginia, and equally out of the question an invitation limited by the host to prescribed days and hours. Sometimes a happy guest would ignore time altogether and stay along from season to season. I cannot remember a parallel case to that of Isaac Watts, who, invited by Sir Thomas Abney to spend a night at Stoke Newington, accepted with great cheerfulness and stayed the rest of his life, nearly forty years, but I do remember that an invitation for one night brought to a member of our family a pleasant couple who remained for years.

THE STOVE COMMITTEE

APPOINTMENTS.

Operating Dept.

Mr. Edgar W. Batchelder, assistant general superintendent, with headquarters at Marion, O.

Cincinnati Division.

Frank Eberhart, chief train dispatcher, vice Mr. McNeil.

Mechanical Department.

A. Biser, General Foreman, Avon shop, vice L. H. Roblee, transferred.

F. Turk, Night Roundhouse Foreman, vice R. Geron, transferred.

Frederick S. Brown, Mechanical Engineer, with office at Meadville, Pa.

Meadville Shop.

Wm. Williams, assistant foreman boilermaker, promoted in place of R. E. Lake, resigned.

Kent Shop.

R. J. Davis, foreman pipe and tin shop, vice G. W. Starks, resigned.

ORDER OF THE RED SPOT.

November Membership.

N. Y., S. & W. Division.

No.	Engineer.	Fireman.
23	Nixon	A. C. Oakley
9	Marean	T. Hess
	Cox	M. Scott
10	Mann	A. Anderson
	Cox	M. Scott
21	Eldridge	M. Laden
24	Pollison	F. Uhlendorf
	Potter	Wm. Woodward
25	Klopman	J. Anderson
91	Gannon	S. M. Gunderman
	Nally	J. Lawler
113	O'Brien	C. Cleaver
58	G. Jopling	J. F. Smith

New York Div. and Allied Lines.

No.	Engineer.	Fireman
11	J. H. Linley	F. Daley
12	J. M. Hagerty	W. H. Decker
100	J. G. Mallon	W. Walter (days)
	N. Biggs	T.J.Walls (nights)
117		
470	A. J. Dillin	Ed. Ritter
473	J. H. Hopper	J. M. Soop
477	I. Garrabrandt	W. A. Skinner
480	T. Fitzsimmons	M. J. Costello
508	B. Walsh	M. J. Gee
515	H. S. Robertson	J. J. Morrison
517	D. J. Ackerman	E. S. White
526	W. G. Cole	A. Canfield
591	J. O'Brien	G. H. Clegg
598	J. Walker	M. Piatt
610	M. G. Broas	
793	H. W. Smith	A. DeMott
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	F. M. Ferrell	W. M. Merritt
824	C. Voorhis	W. F. Steppler
825	C. Hasbrouck	
826	G. Wallace	J. H. Winters
831	T. Duffy	E. G. Jacobus
833	J. J. Carpenter	J. L. Kartnick
840	M. White	W. A. Ward
842	E. M. Saunders	S. S. Ballard
848	G. McKinnon	L. Oxford
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
917	O. E. Garrison	E. Pellington
937	H. L. Palmer	W. H. Pope
938	H. C. Radcliffe	J. E. Connelly
939	A. Davis	E. J. Mulhall
940	C. Caskey	S. K. Carpenter
950	Vacant	J. McCarthy
954	A. Van Noye	J. A. Casey
956	J. O. George	E. Carlough
957	F. Saier	W. L. McMahon
959	C. F. Handy	A. Knarich
961	W. Cunneen	T. Connelly
963	D. J. O'Brien	F. Knarich
964	G. H. Beatty	W. A. Johnson
965	F. L. Sarvent	F. W. Cole
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
974	J. Donnelly	C. L. Fowler
1014	C. Landmesser	J. F. Redner
1071		
1455		
1837	A. O. Roberts	F. E. Wood
1838	W. F. Balmos	M. Piatt
1839	W. E. Bolkom	B. T. Miller
1846	W. C. Coleman	F. Murray
1859	W. Hicks	
1863	A. H. Barley	W. J. Decker
1868	R. E. Moore	K. J. Bennett
1872	E. H. Hector	W. Brown
1878	M. White	W. A. Ward
1880	F. Beatty	H. Paffenrouth
1883	D. Brahaney	
1885	J. Fitzgibbons	J. G. Merlenschlager
2503		
2015		
2561	E. Outwin	J. Rooney

SOME BOWLERS, WHAT?

The bowling team which will represent the Erie Railroad in the Hudson Co. Commercial League had its initial tryout on the Imperial Alleys, Jersey City, Oct. 18, and the stars of the evening were "Eddie" Tompkins, one of Harlem's crack pin knights, and "Moe" Donlevy, the blond haired bowler of the St. Agnes A. C., Paterson, N. J.

After a few tryout games, "Lew" Ensign lived up to his reputation as one of the best bowlers in the State.

A three-man match game was bowled between "Joe" Delaney, the crack pin spiller from the So. Paterson A. C. (the club that sent Louis J. Scott to the Olympic games), Jos. Reardon, New Jersey's boy champion, and John Connolly, who bowled in N. B. A. tournament, recently held in Paterson, N. J., on one side, and Tompkins, Donlevy and Ensign on the other, with the following result:

Tompkins	180	Delaney	172
Donlevy	175	Connolly	160
Ensign	210	Reardon	202
	565		534

After the game, "Bert" Bauman, mascot for the team, issued a challenge to any two men on the Erie Railroad, against Donlevy and Tompkins of the Maintenance of Way Department.

The Erie team is open for games from any railroad team in the State. Address all challenges to J. Reardon, Jersey City, N. J.

THEY RUN THE "MILK."

No trains operating over the rails of the Erie Railroad are of any more consequence than those carrying lacteal fluid to Jersey City for distribution. There are several of them, and the business they handle has been steadily growing year by year, ever since they became a part of the regular traffic.

A HUSTLING MILK CREW.

The crews of these trains are composed of tried and true men, and they are experts at handling the boxes and cans of milk, that are loaded in the long cars at the various loading points.

The crew shown in the picture handles train 46 on the Delaware Division. The camera caught the boys as they stood at Deposit, New York. Their names are—reading from left to right—John Clune, brakeman; J. G. Hornbeck, conductor; F. Hartz, brakeman; P. Flaherty, operator, "O. R." tower, Lordville, N. Y.; W. Bridge, brakeman; Frank Delaney, engineer; J. H. Holbert, fireman; G. F. Krause, brakeman; R. L. Whited, engineer.

It will be noted that the engine, No. 2530, is a big K-1.

NEW GRAPHITE LUBRICATOR.

A series of tests of a National Graphite Lubricator on a super-heater of the Pacific passenger type, which hauls the Lackawanna Limited between Scranton and New York, shows a saving of 7.7 in fuel. The coal consumed in an engine of this type equipped with a lubricator was weighed and the amounts carefully tabulated, as against a locomotive of the same type not equipped with a lubricator. The number of single trips without the lubricator was 11 and the average coal used per car mile was 12.37 lbs. With the lubricator the number of single trips was 17 and the average coal per car mile was 11.43 lbs. In percentage, using 100 as the basis without the lubricator, the amount of coal consumed with the lubricator, was 92.3, or a saving per car mile of 7.7%.

Equally startling results are shown by a comparison of the valve motion repairs of engines of this type, with and without the lubricator. Over the same period of time, engines without the lubricator required from 6 to 9 cylinder packing rings and upwards to 10 valve packing rings, while the engine equipped with the lubricator neither cylinder nor valve packing rings were required.

It is claimed that the temperature of over 600 degrees in the cylinder of the super-heater locomotives causes volatilization of ordinary cylinder oils. The cylinder oils are required with the lubricator, but in much reduced quantities. No absolute record of this economy was kept in the test. As graphite will not volatilize, and by the lubricator is automatically fed into the cylinder, it insures constant lubrication, with the cylinder oil being merely an adjunct.

Too many of us have an idea that the things that make life worth living are the things other people have.

RAILROADING AND STRONG DRINK.

UNDER the caption "Preventing Accidents," Elbert Hubbard, the popular writer, contributed an article to the *New York American* of September 18th last. Mr. Hubbard states some hard, cold facts in his article, and proves in a most satisfactory way that railroading and the use of intoxicating beverages do not bear friendly relations. This is the article, verbatim:

Every great calamity has its recompense. The law of compensation never rests. Nature, however, does not consider the individual; her solicitude is for the race.

The White Star Line is expending a million dollars to fit the Olympic with cross-bulkheads, side bunkers and lifeboats to carry every person on the ship.

Now behold the Lackawanna Railroad issuing an imperative order to all of its employes who are engaged directly or indirectly with the running of trains that none of them shall use strong drink in any way; nor shall he visit a saloon or any place where strong drink is sold—this on penalty of instant dismissal.

It seems that the engineer of the train that recently ran into another standing still claims that he did not imbibe spirituous liquors, but he admitted that he had visited a saloon on the day previous to the catastrophe.

The block system in use on the Lackawanna has a cautionary signal that precedes the block arm which warns the engineer to stop. The engineer ran past the cautionary signal, and the stalled train was only two hundred feet beyond the stop block. This distance did not give opportunity for the train behind to avoid the collision.

Having missed the cautionary signal, even if the engineer had seen the block, he would not have had time to have stopped and avoided the collision, running as he was at sixty-five miles an hour. In any event, he ran past the flagman, who was a mile back.

The engineer's plea that he was mending the injector on the engine is not regarded as sufficient excuse for running at a rapid rate without being on the lookout for signals. No engineer has the right to tinker his engine and omit observation of the block system.

The Lackawanna accident must be charged up to that long list of fatalities and tragedies for which the Demon Rum is responsible. The engineer was not intoxicated; his mind, however, was evidently befuddled and dulled by the use of intoxicants.

In this new order issued by the Lackawanna a big stride is taken to the front in the direction of sobriety. Liquor never makes a good man a better man, and it often makes a bad man worse.

Some years ago the Northwestern Railroad issued an order identical to that which the Lackawanna has just now issued; and an interview with Marvin Hughitt, president of the Northwestern, avers that after five years and more with the imperative order against the use of strong drink or the visiting or loitering around places where strong drink is sold, he sees no reason why the rule should be changed or altered in any way.

In this connection it is encouraging to see that the National Association of Automobile Chauffeurs at their recent convention demanded a pledge of total abstinence from every member. So far as I know, no trades union has ever asked for any such pledge from its members, although the American Brotherhood of Locomotive Engineers has a by-law which prohibits engineers from drinking when on duty.

A motion has now been made by one of the members of the Brotherhood of Locomotive Engineers demanding a pledge of total abstinence from each member. The subject is being agitated, and it is quite likely that it will be passed.

THE COMMON PEOPLE.

"Pity the common people," said George Ade, at a recent dinner. "The trusts crush them from above; the labor combine crushes them from below. The common people remind me of little Willie Hick's lamb.

"Willie Hick of my native Kentland listened attentively one day to the story of the lamb that was eaten by the wolf.

"'You see, Willie,' said his mother, 'if the lamb had remained in the fold where it belonged, it would never have been devoured by the wicked, cruel wolf, would it?'

"'No,' said Willie thoughtfully; 'it would have been devoured by us.'"

PROGNOSTICATING CONNOLLY

There's a man well known to all of us, Bill Connelly's his name,
He does his daily duties well, though quite unknown to fame;
A plain, hardworking fellow, and he's Irish and "true blue,"
He lives out on the Main Line at the place they call Lake View.

Now, Billy swears by all that's good, that in this country grand,
There's not a finer village, and he can't quite understand,
Why "One" and "Three" and other trains, don't stop when they pass through,
That station on the Main Line at the place they call Lake View.

He has a reputation great—none better in the nation,
For making rain or sunshine, and round Jersey City station.
When we want to know the weather, why, we always seek a clew,
From the man out on the Main Line at the place they call Lake View.

We're all a trifle sore on him, because in last July,
He didn't treat us fair at all—'twas neither warm nor dry;
If our travel didn't toe the mark, we have to lay it to,
The man out on the Main Line at the place they call Lake View.

And on the twelfth of that same month, an awful break he made,
For that's the day, you know, when all, good Orangemen parade;
He helped them out with weather fine—it's truth I'm telling you—
This man out on the Main Line at the place they call Lake View.

But we've a scheme to fix him, and we'll do the job up brown,
He says there's not a Fenian in his county or his town;
And now you'll read the story of what we propose to do,
To this bucko on the Main Line at the place they call Lake View.

Now, he says John Redmond's coming here, Home Rule to tell about,
He's had the matter up with him, and knows beyond a doubt,
To get his campaign started right, the best thing he can do
Is to speak out on the Main Line at the place they call Lake View.

He wants to get a special train, of private cars and such,
With "970" to haul them—only Harvey Springstead's Dutch,
A band of music too he'd like, also an Irish crew,
To stop out on the Main Line, at the place they call Lake View.

Now Billy thinks we'll fix him up, in real old Irish style,
We'll do it, but when we get through, poor Bill will lose his smile,
For we'll put the merry kibosh, on this undertaking new,
There'll be grief out on the Main Line at the place they call Lake View.

We have a lot of lamp cars that we use for hauling "hunks,"
Likewise a wornout engine, that will only run in chunks,
The train we'll color up with paint, of deepest orange hue,
We'll shock them on the Main Line, at the place they call Lake View.

We've hird a "Dago" band to play "The Battle of the Boyne,"
That they'll be dressed in brightest red, you sure can bet your coin,
The crew will all be negroes, with a Chinaman or two
To help out on the Main Line at the place they call Lake View.

And when that outfit hits the town, there'll be a demonstration,
The like of which was never seen, since Ireland was a nation,
And every Irishman in town will hand poor Bill the cue,
There'll be war out on the Main Line, at the place they call Lake View.

And when the trouble's over, you can safely bet a nickel,
'Twill be a long, long time before Bill gets in such a pickle,
He'll give us weather that we like—the best that he can brew,
Or move from off the Main Line, at the place they call Lake View.

D. A. P.

The rhinoceros of that remote age was no less formidable a beast than its descendants, for the skull of one of the skeletons discovered is three feet long, while some of its teeth are four inches across.

The fossil remains of many other forms of animals have been found in the same region within recent years.

—Harper's Weekly

THE PASS WAS NO GOOD.

A gentleman, in July, 1861, was engaged to present to the authorities in Washington the value of a repeating gun known then as the "Coffee Mill Gun." It is now known as the Gatling Gun, and is used in all the armies of the world.

While this gentleman was in conference at the White House with President Lincoln and Gen. McClellan one morning, a poor Irish woman, with two little children tugging at her skirts, was ushered into the room, seeking a word with the President.

She stated she was the wife of a soldier of the New York Sixty-ninth Regiment, and, reading of the battle of Bull Run, had come to Washington to find if her husband was killed or wounded. She learned that he had been taken a prisoner, and that was the extent of her information.

Her money used up, she called on Mr. Lincoln and asked him to get her a railroad pass to go to her home in New York.

Mr. Lincoln seated himself at his desk, and on a visiting card wrote as follows:

> This poor woman is wife of a Manassas prisoner of the Sixty-ninth, New York, Regiment and ought to have a railroad pass to go to New York.
>
> A. LINCOLN.

With this card the woman left, but in an hour was back again and told Mr. Lincoln it was no good, and put it back on the table. The railroad company refused to honor it.

Mr. Lincoln looked at his three callers for one instant, then his left hand went down into his trouser's pocket, whence he drew a roll of money. Peeling off a $20 bill he handed it to the woman, who left behind her many a "God bless you," as she departed.

Afterward the "Gun Man" asked and received permission to carry away the little card that was turned down as "No good."

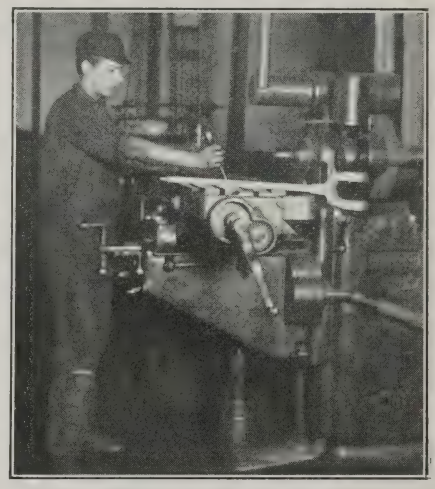
This card was presented to the writer by this same gentleman, and today it is in the possession of the Hon. Stephen V. White, some time member of Congress from Brooklyn, N. Y., District.

ELECTRICITY FROM PEAT.

The Canadian government, wishing to arouse interest in the utilization of peat, has built a plant at Ottawa and secured a peat bog of three hundred acres near Alfred, Ontario. The plant is equipped to make producer gas from the peat, which will be used in a 60-horsepower four-cycle gas engine, directly connected to a 50-kilowatt dynamo. It is estimated that there are 36,000 square miles of peat in Canada, which would yield 28,000,000,000 tons of air-dried peat, which would be equivalent to 14,000,000,000 tons of coal. To demonstrate the commercial practicability of utilizing peat for power purposes a building adjoining the Ottawa plant will be fitted up as an ore-dressing laboratory and will be operated by the electricity generated from the peat.

CLEVER MEADVILLE BOY.

Curren Joseph Chapin, apprentice at the Meadville Shops, is a product of an educational system, that the Erie Railroad introduced in 1908, the school being located in a car at Meadville. At present the Company operates several schools at its shops, and the enterprise has progressed with wonderful rapidity, turning out

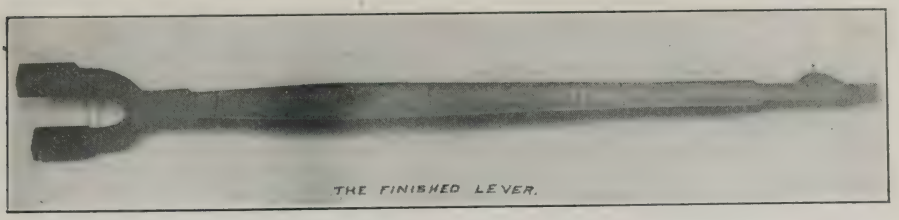


CURRAN JOSEPH CHAPIN.

clever mechanics, that are a credit to themselves and the great railroad that made their success possible.

Young Chapin is an exceptional boy, inasmuch as he has and is showing class in all that he undertakes in the mechanical line. He is not a "Jack of all trades" and "Master of none," as the saying goes, but a boy of brains and ambition, who does well all things assigned to his care.

When request was made on Mr. W. S.



THE FINISHED LEVER.

Cozad, Superintendent, Apprentices and Piecework, Meadville Shops, for information concerning the Erie apprentices, he chose Master Chapin as one who would do credit to a write up, without reflecting in any way on others or the bright boys who are ambitious to shine in the world of mechanics. When Chapin was selected, they sent across the lot for Professor J. E. Bailey, the Company's expert photographer, and the pictures of Chapin milling a complex lever for the Erie's new dynamometer car and the lever, itself, are the result.

It may be stated that a milling machine requires accurate work, and an apprentice who can see and think quickly. Chapin is one of that kind, and he has unbounded confidence in himself, and those in authority about the shops share it with him.

To complete the job it took, for preparation, 2 hours; setting up, 2 house—3 machines—finishing lever, 26 hours.

Chapin was employed as an apprentice on July 24th, 1911.

THE SECTION BOSS.

The super and roadmaster have me both be th' throat; the G. M. is another who's got me goat; the agint ahlways has some kind av a kick; the opyrayttor's that smart he makes me sick; the farmers howl 'cause I don't cut th' weeds—sure, it's sivinty minds a section-boss needs.

What wit' officers droppin' butterflies from th'e trains, divvil th' wonder it is that I have anny brains.

But lowerin' cinters or raisin' up j'ints, reparin' grade crossin's or linin' switch p'ints; belave me—there's wan thing I don't have to do—is take anny slack from wan av me crew.

Sure, I'm out all day in th' cold and hate, prancin' up and down on me blistered fate; freezin' or sweatin' and cussin' th' b'ys, linin' up track or puttin' in ties; tampin' in ballast or diggin' a ditch; shoulderin' fills or layin' a switch; slopin' a cut or rasin' a grade; pullin' up rails or gettin' 'em laid; cleanin' a culvert or whitewashin' fences, small wonder it is I'm not out av me senses; but—wan thing sure—smoke this in your pipes—I'll stand no raymarks from wan av me snipes. ,

"Sit th' car on!" Sure, they move with a jump. Puttin' me foot on the brake, I give th' word, "Pump!" With mesilf standin' proud as they yank her along, I kape me eye peeled for annything wrong.

Then it's, "Sit th' car off! Git out th' jack! Stand by the pinch-bars! There's a kink in th' track!

"J'int ahead! Quarter back! Yo-he-ho! Cinter back! All togither. Right! Let her go!"

If thim fakes and th' roadmaster would moind their own jobs, I'm th' bucko can manage me own gang av slobs. Fer ye kin take it from me—I just want to say—the lad that talks back to me gets his pay.

Fer I'm th' boss av me section—th' king av thim all. Jist watch thim hustle whin they hear me bawl. The trackwalker shakes like he was goin' to die whin I take a step t'ord him and flutter me eye.

Th' rist av th' gang just hump their backs, whilst I squint me eye up and down th' tracks.

But wit' all th' trouble it's moighty fine to be th' wan that is kapin' their time.

Let the super wire and th' roadmaster cuss and the agint and opyraytor kick up a fuss; but whin I'm alone wit' me gang—sure he must be a bird, if wan av me shlaves dares to give me a word.—Walton Burroughs in the Railroad Man's Magazine.

STARTING SOMETHING.

"George," she asked, "if we were both young and single again would you want me to be your wife?"

"Now, my dear," he absent-mindedly replied, "what's the use of trying to start a quarrel just as we have settled down to enjoy a quiet evening?"

Some people believe in both an ounce of prevention and a pound of cure.

HAS QUIT THE ERIE.

R. S. Clark, after a service of 22 years with the Erie Railroad, at Chicago and Cleveland, has severed his connection with the road, and has hied himself to a climate where the sun shines and flowers bloom all the year round.

Mr. Clark's health has not been of the best of late, and he decided to go South for a complete change. When he first came with the Erie he was employed in the office of Mr. E. E. Loomis, Freight Agent at Chicago, then with M. S. Robinson, former Car Service Agent, Erie Despatch, coming to Cleveland in 1893, when the Car Record office was moved to that city. From the latter office he went to the General Superintendent's office

R. S. CLARK.

in 1901, and to the office of Engineer Maintenance of Way in July, 1905. Since 1909 Mr. Clark has filled the position of chief clerk in that office, serving under Mr. James Burke. One of the chief regrets of Mr. Clark is severing connection with his old friend, James Burke.

Mr. Clark made many friends on the road, most of whom he never met, but through the medium of correspondence, felt that he knew them personally.

It is likely that he will become connected with the Lakworth Mercantile Co., at West Palm Beach, Fla. A man is best known among his associates, and it is among those in the Erie offices where the greatest regrets are expressed at his leaving. The boys are strong in the hope that their old associate will prosper in the warm Southern clime, and that the position he will assume will prove in every way congenial.

JAMESTOWN'S NEW COLLEGE.

Under the name of "Polish National Alliance College," the Polish National Alliance has opened an educational institution at Jamestown, New York. The formal opening took place on October 26th.

The college building was formerly the Hotel Rider, and later Hotel Vanadium, and is peculiarly fitted by reason of its great size and desirability of location, for college purposes. The original cost to build the structure was $600,000, and the Polish Alliance purchased it for a consideration of $200,000. The building has undergone a complete remodeling at an expense of a little over $100,000, and is now peculiarly fitted for educational purposes. The college is surrounded by a park of 125 acres and commands a magnificent view of the beautiful city of Jamestown.

The change of the Hotel Vanadium to a college, with an all-the-year-round patronage, is of great significance to the Erie Railroad. It assures the Company a steady business, both in passenger and freight, and may be regarded as an enterprise, in the same way as are found manufacturing plants along the road.

SUPT. S. E. FERGUSON.

Mr. S. E. Ferguson, for a long time trainmaster of the Meadville Division, has been appointed superintendent, succeeding Mr. E. W. Batchelder, promoted to be assistant general superintendent of the Lines West, with headquarters at Marion, Ohio.

THE SUCCESSFUL FOLK.

Those who do their work as well as they can; who make mistakes but have the courage to admit it and start over again. Who mind their business, and thus give you a chance to mind yours. Who hold mere respectability in small esteem, and throw no fits of righteous indignation when a woman stumbles; who stand by their friends through hell and high water, and spend their cheer and happiness like prodigals. Who get charity and kindness on their schedule and use them right along. They are the wireless girls and boys who radiate love, beget goodness and touch hands with the infinite.

NEEDED A SEA TURN.

Captain Lane had retired from active pursuit of his beloved calling and had turned his attention to town affairs. Having succeeded in rousing the citizens to the need of a drinking fountain and also to the need of two coats of paint on the town hall, Captain Lane felt himself a valued and important person.

One day he was asked by a sojourner in the town to give his opinion of the present administration.

"It's pretty fair," said the captain slowly. "Of course there's things that could be different and would be better so, but on the whole 'tis pretty fair. But now I'll tell ye—I'm speaking from experience, you understand—things at the seat o' government won't be run as they could be run till the people o' this country make up their minds to stop confining their votes to landlubbers!"—Youth's Companion.

THE LITTLE MISTAKES.

"George Washington," said General Fred Grant recently, "gave us our independence by campaigning faultlessly. He never made mistakes. There have been more brilliant soldiers than Washington, but there has never been so sure a one.

"In warfare, you must know, the smallest mistake may lose a whole battle, a whole campaign, a whole cause. And that reminds me of poor Tom White.

"Tom White failed in business owing to the mistake of one single letter made by his stenographer. Tom's patron in business was a deaf millionaire, who was very touchy about his deafness. This millionaire turned from a good friend to a bitter enemy—he foreclosed on Tom because the unhappy fellow's stenographer accidentally began a letter to him:

"'Deaf Sir.'"

From Correspondents Along the Line

FROM HEADQUARTERS.

"The wedding of Miss Mary Lynch, daughter of Mr. and Mrs. Michael Lynch, to Mr. Joseph A. Moore, an employe of the Accounting Department, took place on Wednesday, November 6th, in St. Agnes' Church, Paterson, the Rev. Father E. F. Ellard, officiating. After the ceremony and a reception at the home of the bride, the young couple departed for their honeymoon, which was spent in Richmond, Va., and other southern points. Mr. Moore's bride is the daughter of Michael Lynch, the well known contractor of Paterson, who has done considerable work along the Erie lines. Upon returning from their honeymoon, Mr. and Mrs. Moore will take up their abode in a handsomely appointed home at No. 18 Delaware Ave. The boys of the General Offices join in extending 'Joe' and his bride their congratulations and best wishes for a long and happy life."

Mr. J. F. Shinn, Assistant to General Passenger Agent Wallace, is in the Far West, enjoying his vacation, and has gone as far as the Coast. From what he said to friends in the Middle West, he anticipates the time of his life.

"Bart" O'Connell, who has been performing heroic service in the Pass Bureau for the past year, has 'opes of being an engineer some day and run a "red spotter" with his name on the cab. He started firing in the early part of October on the New York Division. Those that know Bart's determined spirit, are sure that some day he will be running a fast line.

DINING CAR DEPARTMENT.

William J. Ryan has been employed as dining car steward on Jersey City-Chicago line.

Raymond O. Favreau has been reemployed as clerk in office of superintendent of dining cars.

Ed. Morse, assistant storeroom clerk, has returned from his vacation, spent at Philadelphia.

Roscoe Dawson, porter-trainman, spent his vacation digging "taters" at Batavia.

NEW YORK DIVISION.

"Handsome" Herbert E. Young, while attending the 9th annual encampment of the United Spanish War Veterans at Atlantic City, was honored by his comrades by being elected to the office of Department Marshall for the State of New Jersey.

Janitor William Connelly suggests that the Erie refrigerator cars be painted another color, the reason for which will be found in another column.

Passenger Agent Taffany is blossoming out as a worthy rival of the noted Edward Payson Weston. It

seems that Mr. Taffany prefers the 6-mile walk from Caldwell to North Caldwell in preference to the half-mile walk from Little Falls to North Caldwell. For this event he was trained by former Ticket Clerk Tim Quackenbush.

A. B. Cauldwell, formerly supervisor of the Northern Railroad, has been assigned to perform the duties of assistant division engineer, which position was held by J. H. Lynch, now supervisor of the Greenwood Lake Division. Mr. Cauldwell is one of our bright young men, who, by constant hard work, has risen from the position of rodman on the engineering corps to the position he now holds.

J. R. Garrabrant, formerly assistant supervisor of signals on the New York Division, has been assigned to the Cincinnati Division, in the capacity of signal supervisor. Of course the boys of that department are sorry to have him leave them, but he takes with him the best of wishes of all his friends.

Mr. and Mrs. A. G. DeKay have recently returned from a very enjoyable vacation, spent travelling through Buffalo, Niagara Falls, Toronto, Montreal and the Thousand Islands. Mr. DeKay is assistant chief clerk to H. C. Falconer, division engineer.

We have the great pleasure of announcing that Mr. George Righter of Port Jervis, and for some years connected with the engineering corps at Jersey City, has been appointed asst. supervisor of the Terminal Division, which position was made vacant by the promotion of "Bob" Davis to supervisor of the Northern Railroad. George needs no introduction to the boys around Jersey, and with all of his engineering experience there is not a doubt that he will make a valuable addition to our maintenance of way forces.

DELAWARE DIVISION.

Stephen W. Jennings, stenographer to Division Engineer Barnes, has departed forever from the folds of the single ones on October 1st, when he was united in marriage to Miss May Prentice, of Lanesboro, Pa.

J. P. Krieter, signal supervisor, deciding that Steve's example was worthy of following, was joined in wedlock to Miss Celia Lannon of Susquehanna, October 18th. A crowd of friends had assembled on the station platform to see the couple off, and after a long wait, discovered that Joseph and his bride had departed in an automobile for Deposit, where they left on train 2 for New York, Washington, D. C., and several points in Ohio.

Preparatory work on the new automatic signals to be installed on the Delaware Division, is now in progress.

Wm. Ross, baggageman on trains 17 and 46, died at his home in Port Jervis, October 11th, of stomach trouble. He was well known in the circles of railroad men, and his death is mourned by all who held his acquaintance.

D. S. Thompson, of Superintendent Baldwin's office force, spent October 21st on the Susquehanna River, where he proceeded to remove two fourteen-inch bass, four pickerel, one of which measured twenty-two inches, and one perch. Dave calls this a fair day's work.

Jansen Bross, master carpenter, and Mrs. Bross, have returned from a trip to Lyons, Nebraska, where they were visiting with relatives.

Crowley, operator at Gulf Summit, was recently in Susquehanna making efforts to raise ten cents toward a campaign fund for the coming election. We neglected to ascertain what party the fund was to support.

F. L. Rauner, operator in Susquehanna station, the announcement of whose marriage to Miss Margaret Bronson, of Lanesboro, was not shown in these items, now wishes same to be made public.

Clerk in Superintendent Baldwin's office Jno. W. Gibb has returned from a short visit to Scranton, Pa.

SUSQUEHANNA SHOPS.

General Mechanical Supt. Schlafge and party inspected the local shops October 25th.

Stewart Taylor, traveling auditor, is engaged checking the time records of Susquehanna Shop.

F. A. Griffin, general foreman boilermaker, was officially engaged at Susquehanna, October 29th.

W. S. Cozad, supt. of apprentices and piecework, was a recent visitor at the shop.

T. J. Nealon, foreman at Binghamton, was a caller at the shop here a few days ago. Also Foreman D. Allison of Blossburg was a recent visitor here.

Piecework Timekeeper F. W. Haynes was recently officially engaged at Elmira.

H. C. Hobbs of the Elmira Car Dept. paid Susquehanna a visit a few days since.

An additional electric welding machine has been installed at Susquehanna Shop.

General Foreman Frank Hunt attended staff meeting at master mechanic's office Nov. 1st.

Piecework Checker Frank Hall was a visitor at Paterson, Saturday, October 26th.

P. J. Sheare of the N. Y., O. & W. R. R., a former Erie employe, was a recent visitor at Susquehanna.

Engineer A. C. Van Demark of the Susquehanna Division is confined to his home at Hornell on account of illness. Engineer A. W. Dean is running trains 2 and 5 in place of Mr. Van Demark.

Engineer D. F. Coleman of the Susquehanna Division died at his home in Binghamton, October 26th, after several weeks illness. Mr. Coleman had been in the service for the past 19 years, nine of which he served in the capacity of locomotive engineer. Mr. Coleman was a man held in high esteem, and the sympathy of all is extended to his family in their bereavement.

A. G. Trumbull, mechanical superintendent, and F. A. Griffin, general foreman boilermaker, were recent visitors at the shop.

G. A. Starkweather, machinist, has resumed work after an extended western trip.

J. H. Singleton, piecework checker, has resumed work, after a few days' camping on the Susquehanna River.

W. B. Glass, inspector of police, and Mrs. Glass, visited at the home of their daughter, Mrs. S. E. Barrett.

Piecework checker, J. A. Munson, is making extensive improvements on his residence in Oakland.

L-1 engine 2601 is in shop undergoing TBMF repairs.

Elbert Murphy of the Boiler Department, has become a benedict. Congratulations.

Freight business is increasing; also a large number of fast freights are being run, which are being handled in line with the Erie's well-known reputation for quick despatch.

General foreman, Frank Hunt of Elmira, attended the staff meeting held at this office Sept. 1st.

Supervisor of locomotive operation, G. A. O'Dell and road foreman L. Barnes, attended the Traveling Engineers' Convention at Chicago.

Frank Bergman, messenger in general foreman's office, has been promoted to machinist apprentice. John F. Dean succeeds him as messenger.

H. L. Burrhus, tool and machinery inspector, was a recent visitor at the shop.

DUNMORE SHOP ITEMS.

Everybody regretted to see F. J. Dailey depart from Dunmore Shop, where he served as machine shop foreman for the past year, to assume his new duties as instructor of apprentices at Susquehanna Shop. The short time Mr. Dailey was connected with our shop he made numerous friends and won the admiration of his fellow employes.

The good wishes of all his former associates are extended to him in his new position.

Frank Spencer and family have returned from Gravity.

Charles Reed is receiving matrimonial instructions from "Jim" Duffy. Charlie has already purchased the ring.

Bill Sholl, Erick Zwick and Jim Duffy spent Sunday, Oct. 20th, chestnutting at Hoadley's; they didn't say how many they got, but when they started Bill said if they didn't get chestnuts they would get some pumpkins or turnips.

The ERIE quartet has been engaged to sing in the Savoia Theatre the first two weeks of next month, where storehouseman S. W. Frey will explain the World's Series in detail. Frey's favorites were both Boston & New York; he said it was a safe bet if New York lost Boston would win.

Jim McGowan and Francis Duffy saw New York go down to defeat, but they said it was worth seeing.

Boilermaker Patrick Dooley visited Buffalo recently; his next trip will be to his old home in Ireland.

E. R. Kimble is acting machine shop foreman, in place of F. J. Dailey, transferred to Susquehanna.

Fire chief "Mike" Doyle is back on his old job again.

Machinist W. H. Decker is inspecting the Erie's new locomotives at the Baldwin Locomotive Works.

Clerk Walter Simms is composing a song called "When Dreams Come True." His inspiration came as a result of the recent World's Series.

Machinist George Benz is contemplating entering his game chickens in the poultry show at Scranton next month. Good luck to you, George.

Foundry foreman W. H. Cummings is spending his vacation at his former home in Chicago.

Piece work checker Carl Dierks, is touring the West, stopping off at Chicago and Kansas City. He will visit one of our former clerks at the latter place.

Shop yard engineer R. W. Winterstein is indisposed.

The side walls of our boiler shop are being razed and will be replaced by a substantial brick wall.

The newly installed cupola in the foundry made its initial heat Oct. 14th., whereby the efficiency of the foundry will be increased.

Harry Dalrymple is a "Bull Moose" boomer.

James Aloysius Sharkey is already equipped for the winter. He purchased a very neat model in overcoats and the latest thing in "Kelly" derbies.

Clerks J. L. Purcell and Walter Cavanaugh, spent Sunday, Oct. 20th, at Buffalo and Niagara Falls, where Cavanaugh has quite an attraction.

Wreck master "Hank" Kunz and painter foreman, Jesse Craig, are working in the interests of the Prohibition ticket.

Mark Stone clerk to General Foreman, has challenged Tom Mead of the storekeeper's office, for a game of quoits. They have selected erecting foreman, E. W. Jackson, as referee.

Miss Grace Smith, the new stenographer at Dunmore station, has the honor of being the first female to acquire a clerical position on this end of the road. Miss Smith is the "class," and as a consequence "Red" and the boys are always shined up.

James Healey, of the paymaster's office, is confined to his home with a severe attack of tonsilitis.

Jimmie McGuire and Mike Ward of the Superintendent's office, are back on the job again, after a short stay at Clemo, with much relief to the fair sex of this place.

Giles E. Keller, of New York City, formerly employed as stenographer in the Master Mechanic's office at this place, has joined the Ancient and Honorable Order of Benedicts. His bride was formerly Miss Lillian Weber, and the happy event took place Tuesday evening, Oct. 8th, at the home of her parents on Fourth St., Rev. E. A. Martin, pastor of the M. E. Church, officiating.

Mr. and Mrs. Keller enjoyed an extended wedding tour of the Southern states, the first point of interest visited being New Orleans, the journey having been made by boat from New York. Mrs. Keller is a charming and accomplished young woman, and her numerous girl friends will miss her in the many pleasant social events of this town, which, under her leadership, never failed to be successful. Mr. Keller is at present employed as assistant chief clerk to the General Mechanical Superintendent, at 50 Church St., New York City, and, while a resident of this place made a host of friends who regard him as a "jolly good fellow," and extend to him and his bride their best wishes for a long life and a happy one.

PORT JERVIS SHOPS.

Instructor of Apprentices R. W. Rogers is laid up at his home with blood poisoning in his right hand. His friends sincerely hope that he will soon recover and be able to resume his duties.

Machinist S. B. Tucker is back from his vacation, spent in the western part of the State.

Tool Room Foreman G. W. Greenhalgh was a recent visitor in New York City, but on his return home "Coddy" said he preferred the quietude of his camp along the Delaware to the noise of the big City.

Machinist E. R. Pearsall of the Roundhouse Force, has accepted a similar position at Salamanca, N. Y. We hope he will be pleased with his new position.

Timekeeper N. P. Carroll is spending her vacation at Newport, and we wonder if she would recognize her Port Jervis friends should she meet them at Newport.

Engine No. 922 was the first engine to receive an electric treatment at Port Jervis Shop, this engine having been doctored up and relieved of a fracture in her back flue sheet.

We state, with regret, that the Roundhouse Quartette has disbanded, owing to a slight misunderstanding between Messrs. "Tony" Gross and Frank Sweeney, Mr. Gross insisting on singing Old Black Joe, while Mr. Sweeney was only agreeable to singing a love song, written for him by a friend in Middletown.

W. R. Sutton has returned to Port

Jervis in charge of the Car Shop Office. We are glad to have him among us again.

The maintenance of way people are now engaged in tearing down the coal pockets at Port Jervis, and we are to have new concrete pockets.

The following bit of poetry is respectfully dedicated to Trainmaster Thomas O'Donnell and his staff of disciples, who are all adepts in the art of drowning bait fish:

It was a dark and stormy night,
The rain was falling fast,
When Mr. O'Donnell said to some of his friends,
My dream hath come true at last,
So at 9 p. m. they drove to the Lake,
There for themselves a quiet fish to take,
They fished and fished, but all in vain,
For all they got was rain, rain, rain.

MEADVILLE SHOPS.

At present cleanliness is in touch with godliness at the point of the system.

A new boiler plant and power house, for the Meadville Shops, are in contemplation. Designs are being prepared.

F. H. Brown, assistant mechanic, has been appointed to fill vacancy of mechanical engineer, caused by the resignation of Mr. Edwin G. Chenoweth.

John Ende, chief clerk in division store, has accepted a position with the Bronze Metal Co.

Mr. Richards, tool dresser, is slowly recovering from burns caused by an explosion of oil, while tempering tools. He went to his home, and resumed work on the 22d inst.

Thomas Owens, the veteran blacksmith helper, is convalescing. Mr. Owens has been very ill.

The road foremen of engines held their monthly conference in the City Council rooms.

General Foreman A. Sutherby was in New York meeting and welcoming the folks from across the sea. Returning to Meadville, he has laid aside all business, and is making himself useful about his home. He resumed his duties on the 15th inst., feeling well rested.

Some of the baseball fans realized snug sums betting on the World's Series games.

Woodson Penman of the machine gang, takes this method of thanking his shop mates for their generous gifts on the china anniversary of his wedding.

Engine 1413 has been placed in position as an auxiliary boiler for steam purposes, during repairs on the shop battery of boilers.

Experimenting with smoke, consumers are still being carried on. It is reported that the Smoke Consumer Co. has purchased the Stoker and it will be placed on the market with improvements.

Master Mechanic T. J. Cole and Mrs. Cole have returned from an extended tour through the Middle West.

Floyd Stuart, gang foreman, now assistant general foreman at Jersey City, has returned to the city to claim as his bride, Miss Florence, the younger sister of the Hon. Arthur Bates, Congressman from this district. Our best wishes, Floyd.

President Underwood visited the shops and yards. He complimented very highly Chief Clerk Graff, who is Mayor of the city, on his efforts in making Meadville the City Beautiful, in around the passenger station and Meade Park.

Former Machine Foreman James Smith has his buckwheat all harvested, the crops all housed, and he is now anticipating some great feeds on the farm during the coming winter.

John Rahler, foreman of paint shop, and daughter, have gone to Arizona with his daughter, whose health has been very poor of late.

William Howard Taft, President of the United States, is expected to visit Meadville on the 26th inst. He comes and goes via the Erie. The occasion is the dedication of the Polish College at Cambridge Springs.

GALION SHOP NOTES.

M. A. Ankele, Special Apprentice, is the proud father of a fine baby girl. Mr. Ankele feels as big as an N-1 engine over the event.

Our Store Keeper, S. J. Baumgartner and Mrs. Baumgartner, have returned from their honeymoon, which was spent touring the Western States. We all join in wishing Mr. and Mrs. Baumgartner a long and happy life and may their troubles be little ones.

Charles Artman, Clerk in the Master Mechanic's office, has been transferred to Marion, O., as clerk to the roundhouse foreman.

A. Noonan, has been transferred from Clerk in the Car Department to General Foreman's Clerk at Marion, Ohio.

H. S. Burr, and his stenographer, John C. Connelly, were here on business recently.

H. M. Manigault, Assistant to the General Foreman, has been acting as General Foreman at Marion, O., during the absence of Mr. Moore, who was enjoying a vacation.

C. D. Young has accepted a position as Material Clerk in the Master Mechanic's office, vice Hugh Meuser, resigned.

Henry Todd, Blacksmith at Hornell shop, spent several days here recently with his son John Todd, Machine Shop Foreman.

Carl Koch, Machinist, has been transferred to Marion roundhouse to act in the same capacity.

Our General Foreman, John Finical, was out squirrel hunting recently and saw three squirrels, but only decided to shoot one. Tender-hearted, isn't he?

Arthur Connors, of the Blacksmith Department, has been appointed Chief of the Fire Team at this point, vice Carl Koch, transferred to Marion.

J. C. Connelly, Secretary to Supt. of Stores, was here last week with Mr. H. S. Burr. He tore up the roads in our piece-work checker's 60-horse auto, and took in one of our big picture shows. The only fault he had to find with the town was, he couldn't buy any 15c. cigars here. (Knock wood.)

MAHONING DIVISION.

C. W. Mitchell, operator at Youngstown, and Miss Mary Edwards, of Warren, Ohio, were married at Warren on October 7th, and immediately left for a short trip through the Lakes and Niagara Falls.

T. J. Bray, road conductor, and Mrs. Bray, left for Boston, Mass., on October 1st for a short visit with relatives.

W. D. Cregan, car tracer at Leavittsburg, was laid up for several weeks, account being sick. He returned to work Oct. 14th, feeling very much improved.

L. E. Green, train dispatcher, Youngstown, and Mrs. Helen Anderson Taylor, were married in that city on Oct. 18th, and left for a few weeks' honeymoon in New York and the East.

Frank Gerlach, road brakeman, and Miss Mina Miles, third trick operator at North Randall, Ohio, were married in Cleveland on October 3d.

A feeling of sorrow pervades this division on account of the death of Engineer James W. Harvey, whose home was at Girard. Engineer Harvey's death occurred at Girard on

19 Jewel B. W. Raymond

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Sunday, September 29th, and came unexpectedly, the cause being a severe attack of diphtheria, from which, after a siege of ten days, it was believed he was recovering, as he was able to sit up the day preceding death. Mr. Harvey was born in Lonaconing, Maryland, in 1876, and came to Girard two years later with his parents. He had been in the Erie's employ 11 years, and was a young man, having a faculty for making friends, of which he had many. He was a Brotherhood man and member of the Knights of Pythias. He leaves a widow and little son.

CINCINNATI DIVISION.

J. H. Organ has been appointed car distributer, vice R. E. Rafferty, transferred to extra train dispatcher.

The new ten-stall roundhouse at Marion was completed early in November.

H. Amann, chief clerk to Division Engineer W. P. Kimble, has accepted a position as chief clerk to Engineer Maintenance of Way J. Burke.

H. C. Row appointed assistant division engineer, vice T. S. Cathers, resigned.

Division Claim Agent L. S. Quick made a business trip to Jamestown, N. Y., during October.

The following Erie officials were Marion visitors on October 25th: H. C. Barlow, freight claim adjuster, and F. A. Clark, auditor of traffic.

Double track arrangement with the Big Four Railway was put into effect October 15th, whereby 21 miles of track between Cold Springs, Ohio, and Dayton, Ohio, will be used jointly by the Erie Railroad and the Big Four Railway. Westbound trains will use Erie track and eastbound trains will use Big Four track.

The October meeting of the Cincinnati Division Agents' Association was held at Ashland, Ohio, October 25th.

F. C. Gast is the new stenographer in Master Carpenter Pelham's office, P. H. Robbins having resigned.

Traveling Auditor J. G. Austin has just completed a check of the June, 1912, records.

F. W. Biehl has resigned his position as train dispatcher to accept a position with the Cleveland-Galion Motor Car Company.

Fifteen electric trucks will be installed at Marion Transfer.

G. W. Kirtley, superintendent of transportation, was a Marion visitor on October 23rd.

F. D. Johnston has accepted a position as stenographer in the office of the chief train dispatcher and car distributer.

FROM KENT SHOPS.

George H. Starks, foreman of the tin and pipe shop, left the service of the Erie on Oct. 12 to assume a similar position with the Wheeling & Lake Erie at Toledo, O. Mr. Starks on the eve before his departure was surprised by the employes of his department, who presented him with a fine meerschaum pipe as a token of esteem. He leaves Kent shops with the best wishes of all the shop employes and friends, who wish him success in his new place of employment.

R. G. Davies, who has been an employe for the past 14 years, and the greatest part of that time under Mr. Starks, became his successor, as foreman, and there is no question but Reese will make good in the position.

C. H. Holcomb, accompanied by wife and children, spent a two weeks' delightful vacation among his relatives and friends at Wellsville, O., where Mr. Holcomb was employed with the Pennsylvania Co.

Jake Marxson, our gasoline speed authority, accompanied by friends, recently attended an outing, to show the speed of his machine. He undertook to pass a funeral procession enroute to the cemetery, and almost succeeded, but his engine ran hot, which compelled him to reduce speed. We see where Jake has to change his high gear to a lower gear, so save the machine.

One of the most delightful of the society events of the season was the celebration on Sept. 16th of the 50th wedding anniversary of Mr. and Mrs. William Lamb at their beautiful home, 304 S. Prospect Street. Mr. Lamb is one of the highly esteemed veteran employes of the Erie coach shops, having passed his 45th year of employment. Mr. Lamb is a native of Edinburgh, Scotland, coming to Toronto, Can., with his parents at eighteen years of age, when, in 1865, he left Canada for Kent (then Franklin Mills), when he entered the employ of the A. & G. W. He relates many comical experiences of the pioneer days of railroading, and he has been in continuous service since the construction of the local shops, therefore is one of the oldest employes in point of service. He always has been blessed with good health and at this day can perform as much active labor as many men 30 years his junior. His family consists of his wife, three sons

and one daughter; Albert, an engineer of the Erie; William, engineer of the Pennsylvania Railroad; Fred, an engineer of the Baltimore & Ohio, and Mrs. Ella Ingersoll, widow of the late Frank Ingersoll, who lost his life in a wreck as engineer on the Connotton Valley Railroad (now Wheeling & Lake Erie). The day was devoted to the reunion of the family and immediate relatives. Their many friends and neighbors came to congratulate them in the evening. May they live long and enjoy good health and prosperity, and many more wedding anniversaries.

FROM HUNTINGTON SHOP.

General Mechanical Superintendent, Mr. W. Schlafge and Mechanical Superintendent, Mr. E. S. Fitzsimmons; also Superintendent of Stores, H. S. Burr, recently made an inspection of Huntington Shops.

On September 1st, Frank G. Foster, machinist, and Miss Mabel Davison, were united in marriage, and have gone to housekeeping on Pleasant Hill, where the groom has prepared a home for his bride. There are also rumors of more.

Ed. Lavine, smith on big fire, has returned to work after a few days' illness.

Blacksmith Eugene LaPointe, is spending his vacation at his former home, Toronto, Canada. This is his first visit home in 21 years.

H. L. Elvin, boilermaker foreman, is spending his ten days vacation at his former home, Peru, Indiana.

Thos. Long, machinist, is spending his vacation at Cleveland, Ohio, his former home.

Output for Huntington Shop during September, is 5 TBMF repairs, which we all feel very proud of, each engine leaving on date scheduled out.

Carl Weber, third year apprentice, has been advanced to machinist. Carl says he can now take in Chicago and New York after one year's earnings.

H. W. Pratt, painter foreman, is attending Master Painters' Convention at Denver, Colorado, and in the meantime is taking his vacation. Mr. W. G. Kase is acting foreman in his place.

R. V. Blocker, day roundhouse foreman, is taking his vacation. Some of the boys say he is tracking his pacer, Maud B, in the 4:12 class, for the Wabash Races. The horse is to be driven by H. Keller, the noted horseman of Huntington County.

Machine foreman, D. J. Caddahan and smith foreman, J. H. Daltry, returned after their ten days vacation, much refreshed.

The new addition ten stall roundhouse and ash pit is progressing nicely, and many promises are made that they will be ready for service by October 15th. In addition to this, we will have two new outgoing leads, four new water plugs, new water softener and new power plant, which will be a big help to eliminate conditions experienced last winter.

E. Weisenberg, machinist, has joined the order of benedicts, and was united in marriage to Miss Nellie Warner of Marion, Ind., on September 18th, at St. Paul's Evangelical Parsonage. The boys wish him and his bride success through married life. At present, they are on their wedding trip to Niagara Falls and New York City.

Our Master Mechanic, Mr. Yergens, has just returned from his vacation. He spent the greater part of his time in the South, hunting and fishing, and reports having had a good time.

BRIER HILL SHOPS.

T. F. Gorman, general foreman, is spending his vacation at Newark, Ohio. J. Kibin, night roundhouse foreman, is acting general foreman during Mr. Gorman's absence.

W. R. Tracht, roundhouse foreman, spent a couple of days in Cleveland, visiting friends.

H. F. Brooks, storekeeper, resigned on account of poor health. Mr. Brooks will go South for the benefit of his health. He was very popular among the men, and all are sorry to see him leave.

N. Sweeney, from R. C. Carlson's office, has been appointed to take his place.

Mr. John Rigen, wreck master, has been appointed car foreman to take the place of F. E. Bugbee, who resigned, to take the position of general foreman for Brier Hill Steel Works. Mr. Rigen was considered one of the best wreck masters on the Erie R. R.

W. Riley is acting roundhouse foreman at night in place of J. Kitson, who is acting general foreman.

H. McDonald, machinist, is spending his vacation in Cuba.

S. B. Hartranft, boiler maker, has moved his family from New Castle to Youngstown.

R. Rafferty, store clerk, took in the Worlds Series. It is reported he got lost and failed to see the games. Mr. Rafferty is from Girard and not used to a large city.

W. Davison and wife visited relatives in Akron.

Some of our apprentice boys joined the "Boy Scouts" of Girard and made

a trip to Cleveland and return. Reported Morley was all in when Niles was reached on the outgoing trip.

Have given our stationary engine, air compressor and pumps a general overhauling, and they are now in good condition for the Winter. The new bunk house is completed, and very much appreciated by the road men.

We are putting up a water supply tank, which is badly needed.

CLEVELAND SHOPS.

To comply with the city ordinance there has been an extension of 20 feet added to the stationery boiler smokestack. It was a very difficult job to undertake, from start to finish, and it was all completed without any mishap and was only part of one Saturday and all day Sunday that the boilers were out of commission.

For the betterment of the shop service, there has been placed in commission back of the erecting shop, an up-to-date electric welding machine with all modern improvements, which will be a great benefit to this shop.

Also, for the betterment of the shop service and which will reduce the cost of labor 70 per cent. and save the handling of bar iron cut for bolts, several times over, is the installing of a new shears close up to the iron rack and opposite the bolt heading machine and right in line with the bolt cutter. This is one of the most convenient and up-to-date machines that has been placed in service at this shop for some time.

We missed that happy smile of John Moore, foreman of paint shop, for a few days, when his vacation days were spent around the suburbs of Cleveland, taking in the glens and the fine scenery in and around Akron. During those days of rest and peace from toil he was dressed in his brand new suit of kilts and was admired by all.

The vacation days of F. J. McCann, foreman of the blacksmith shop, were all spent in the Forest City, surrounded by his happy family and visiting friends and relatives, taking everything easy, contented and comfortable, and on his return into harness, he was well received by all.

We are pleased to announce the appointment of J. H. Sweeney, Chief Clerk, promoted to Store Keeper at Brier Hill.

F. J. Larrissey, Time Keeper, was promoted to Chief Clerk, to fill the vacancy made by Sweeney's promotion.

G. W. Kirk, who was appointed

WHEN the dispatcher gives you until 1:23 to make Olean for No. 11—

You've got to be "in the clear" at 1:23 or take the consequences.

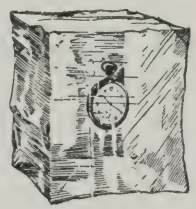
The fact that your watch was 40 seconds slow would make no difference to an investigating board.

It's to your interest to carry a watch that you can rely upon absolutely at all times.

No watch measures off the seconds with such accuracy as the South Bend Studebaker watch.

The SOUTH BEND Studebaker
RAILROAD WATCH

The Studebaker watch will keep the same accurate time whether it's in a luxurious Pullman or out on the tops on a cold, fierce winter's day. The rocking, jolting motion of a locomotive cab will not affect its time keeping a single second.



Here is truly a master timepiece.

A full year it takes to make each Studebaker watch — six months are spent in making and putting the parts together. Another six months are required to bring this watch to its marvelous accuracy and each watch receives 411 inspections in the making.

On your road extra precautions are taken to guard against accident to your fast, limited train, and in the same manner we take extra precautions in our factory to insure each Studebaker watch being as near a perfect timepiece as human ingenuity and the most modern and efficient machinery can make it.

It is because of these extra precautions that we are able to insure each Studebaker watch to pass railroad inspection for 5 years.

Own a watch that is built to meet the watch requirements of the future as well as those of today—

Own a watch that the factory insures to pass all watch requirements for 5 years to come and you will have no future watch worries.

The next time you see your local inspector have him show you a copy of the written insurance certificate we give with every Studebaker watch, or write us for a specimen copy. See for yourself how we protect you.

SOUTH BEND WATCH CO.
Dept. R.
Makers of Master Timepieces
SOUTH BEND INDIANA

Asst. Foreman in the car shop last month, spent a few days at his old home in Port Jervis, N. Y.

J. J. Kukas, material hand, and F. E. Pappe, piece-work checker, made a very pleasant visit to New York, and also the Catskill mountains, and reports one of the finest trips since they began service with the Erie. Pleasure galore was always their score, morning, noon and night.

H. F. M. Dwight, Foreman Machine Shop, with his family. spent his vacation days in South Carolina, the home of his childhood and happy boyhood days. He reports a very pleasant visit with relatives and friends.

John Sweeney, air brake repairer, and F. J. Larrissey, our new chief clerk, spent their vacation days in Greater New York and Washington, D. C. The sights and scenery they had the pleasure of enjoying are too numerous to mention. One thing they did not see was the World's Series.

J. J. Hughes, car clerk, spent a few days at the home of his boyhood in Port Jervis and had a pleasant time with his old chums.

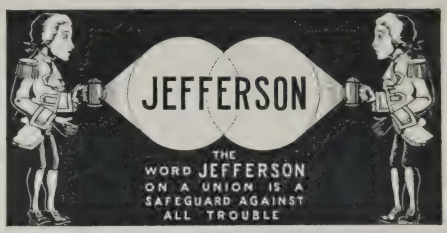
G. V. Egan is again in our midst, in the position of assistant in the steel yard branch, and we all are glad to see him back on the job once more.

A. J. Jordan, piece-work checker, car department, has just returned from a flying trip to Chicago, and from all indications it is something more than a friendly visit.

C. W. Johnston, piece-work checker, spent his well earned vacation in New York City, and took in all the sights that Greater New York is noted for.

CHICAGO & ERIE DIVISION.

Two of the best, most genial and well liked men ever holding membership in the official family at Huntington have left us for other fields of endeavor. We should have said three, for in the departure of Mr. H. F. Frost, ex-chief clerk to the division engineer, to assume the duties of the office of general yardmaster for the Wabash R. R., at Ft. Wayne, our loss is kindred to that sustained in the leavetaking of Mr. M. H. Hardy, and Mr. A. Swarts, of the freight and maintenance of way departments. Mr. Swarts joins himself to the traction interests at Toledo. Mr. Hardy presides in traffic and general affairs for the Erie at Dayton, O. These men were "bully" good fellows, and we miss them greatly.

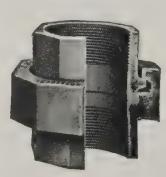


Jefferson Union

The Union rightly made, having the ring of necessary brass protected from pipe-flow so that it does not work loose from the unequal contracting and expanding of the iron and brass.

The Union with the ball-shaped shoulder and a Joint that does not corrode.

Keeps tight and is a safeguard against steam line troubles.



Send for Bulletin "A" and our new book on eliminating piping troubles.

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169 Main St., Lexington, Mass.

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CAPITAL - - $200,000
SURPLUS (Earned) $1,000,000

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Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No lymphol. No lies. Durable, cheap. Pat. Sept. 10, '01.

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CATALOGUE FREE.

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SOMETHING WAS.

Rivers was smoking a cheap cigar.

"Seems to me," said Brooks, "I smell something like cloth burning."

But Rivers was game.

He touched the lighted end of his cigar to his shirt sleeve.

"No wonder," he said, exhibiting the burned spot.—Chicago Tribune.

TRAFFIC MEN WANTED

Are you satisfied with your job? Doing the same things over and over again day after day doesn't get you anywhere. Your pay envelope represents what you are worth to your employer, no more—no less. He values your services only by what you are doing for him.

You have seen other men get ahead of you—men no better educated—men with no more natural ability or personality than you. Did you ever stop to think it over and try to find out why you were still conscientiously doing the same old things in the same old rut while others were getting ahead? Wouldn't it be a good thing to TAKE AN INVENTORY of your situation? Not tomorrow or some later day, but NOW—TODAY?

IS NOT THIS THE ANSWER?

The other fellow is getting along, not because he is more ambitious than you are, but because he is getting or has already secured the necessary technical knowledge required in a better paying position. Then why don't you get it, too?

If you stay long enough with your road and have the opportunity, you get the knowledge through the long, slow, tedious school of experience.

OUR WAY is better. We teach you by mail through our Correspondence Course of Lessons on Traffic Work the technical knowledge that you will require to fill a better position with more pay and more opportunity because you will know all that is possible to teach about this very complex subject. *It's a short cut.*

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The big shippers all have their Traffic Departments and are always on the look out for bright, capable men. Even the smaller business men are waking up to the fact that a good traffic man could stop a big leak in their profits and pay for his salary many times over.

Let s show you how to qualify for one of these good jobs where advancement is sure, and the pay dependent on your knowledge. Send NOW—TODAY—for our free booklet

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Remember the Xmas Savings Club for 1913 starts January 20, 1913

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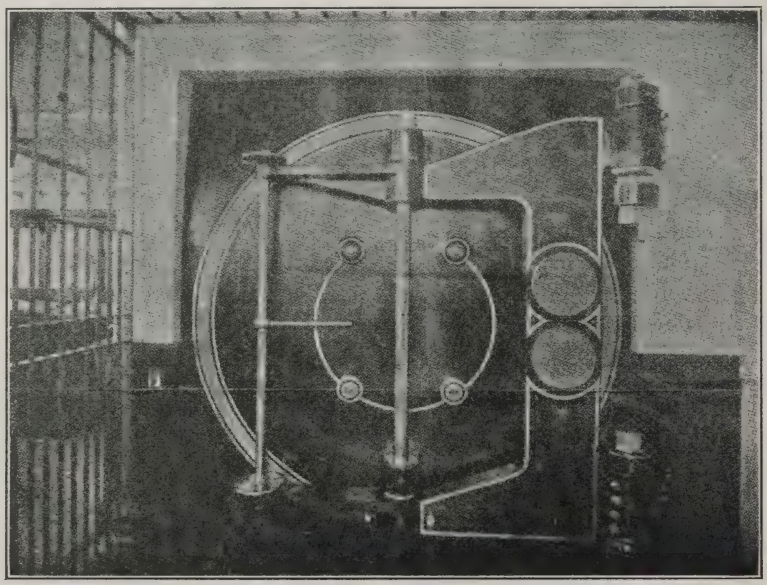

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These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

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AUTOMATIC Razor Stropper. Strops both regular and safety razor blades. Nickel plated, genuine horsehide strop, reversible action. Attachment for all makes of safety razor blades. The best automatic stropper made. Why not enjoy shaving? Price, prepaid, $2.00. C. M. Roe, Erie Freight Office, Owego, N. Y.

FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

FOR SALE—Almost new bicycle; have had same three months. It is equipped with New Departure coaster brake, double spiral spring seat, also new pair of puncture-proof tires, etc. For particulars address Wm. C. Ryan, 531 Devon St., Arlington, N. J.

FOR SALE—Launch, 15 feet by 40 inches—capacity 4 people. Belle Isle 2-3 H. P. engine, new last spring. Run less than 10 miles. Speed 9 to 10 miles. Hull in first-class condition, except needs new engine bed and painting. A bargain. Address C. E. Swanson, 460 Pine Street, Meadville, Pa.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

TWELVE beautiful colored postals, every-one different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

FOR SALE—Standard Remington Typewriter, in good serviceable condition. Will sell cheap if taken at once. Address F. J. Watson, Ogent, Clifton, N. J.

FOR SALE—On account of the recent death of my husband, Edward J. Moore, I offer my house and lot, beautifully located on Feronia Way, in Rutherford, N. J., for sale. House has eight large rooms and bath; also large-sized attic, all improvements, and is in good condition. Lot is 57 x 127. Coop and run for at least 50 chickens. This property is within three minutes of station, and trolley across the street. Must be seen to be appreciated. For particulars, call on or address, Mr. E. J. Moore, 21 Feronia Way, Rutherford, N. J.

FOR SALE—Saddle Tumbler Pigeons. All colors. W. M. Burrus, Dunmore, Pa.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Write me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides—Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

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FOR SALE—A Course of Pitman Shorthand and Typewriting, in first class Correspondence School. Worth $100. Paid up $50. Will Sacrifice. Address H. R. F., Box 48, Wyckoff, N. J.

FOR SALE—Smith Premier Typewriter, No. 5, in first-class condition, reasonable. Address, H. E. Tice, Clerk, Storekeeper's Office, Hornell, N. Y.

FOR SALE—Mechanical Drawing, C. W. MacCord, $2.50; Materials of Construction, J. B. Johnson, $3.00; Kinematics or Mechanical Movements, C. W. MacCord, $3.00; Thermodynamics of the Steam Engine, Peabody, $3.00; Dynamo Electric Machinery (2 vols.), S. P. Thompson, both for $3.00. Address, H. I. W., Box 33, Cresskill, N. J.

OPPORTUNITY—Private lessons in telegraphy to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

OPERATORS—A good Number 3 Mecograph for $3.00. Well worth the money asked. E. H. Van Patton, Avoca, N. Y.

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TEN ROOM HOUSE and quarter acre lot, with orchard, situated in Uniondale, for sale cheap to quick buyer. Inquire of G. C. Tennant, Herrick Center, Pa.

TURKEYS—Wanted 21 dressed turkeys, to be delivered about November 25th. Will require more in December. Answer at once, stating full particulars, price, etc. D. L. Tilly, Room 880, 50 Church St., New York.

UNDERWOOD Typewriter for sale. Scarcely used. Perfect condition. Stenographer Meyer, Room 750, 50 Church Street.

WANT TO BUY—Benn Pitman Dictionary. Must be in good condition and seasonable. Address, M. T. Casey, Room 1152, 50 Church St., New York.

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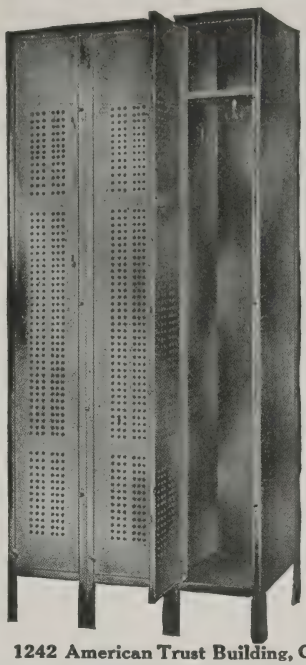

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The latest development of the M. C. B. Coupler

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BLOW OFF VALVE

Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

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We Offer Reservoirs of All Kinds.

These Reservoirs are riveted to shell or welded to shell. They are furnished with reinforcement at Drain Cock opening on OUTSIDE to permit of thorough draining. When desired, we enamel them inside and outside. See our Circular No. 38.

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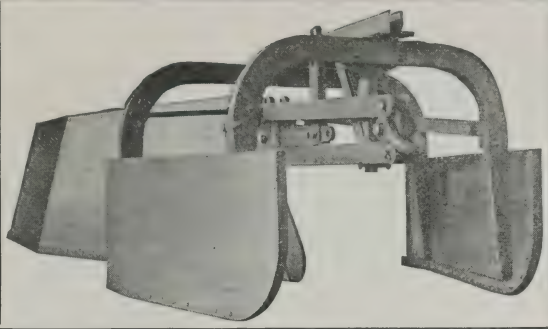

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Baker Locomotive Valve Gear

With a BAKER Valve Gear no one, ever got hit because he could not throw her over and get out of the way.

The Pilliod Company

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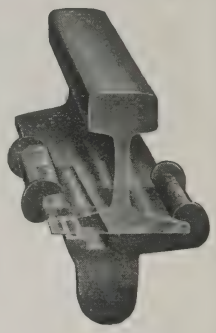
Perfect

Not until your track is equipped with the P. & M. Anti-Rail Creeper can you have perfect maintenance. Absolutely foolproof, and they pull down track creepage to the "irreducible minimum." Samples sent for the asking. If you want to know more about the P. & M. Anti-Rail Creeper *write now*. It is a good time to learn.



&

THE P. & M. CO.
NEW YORK CHICAGO

Maintenance

PATTERSON MORAN CO.

CONTRACTORS

HEAVY GRADING
AND MASONRY

HAYWARD BUCKETS

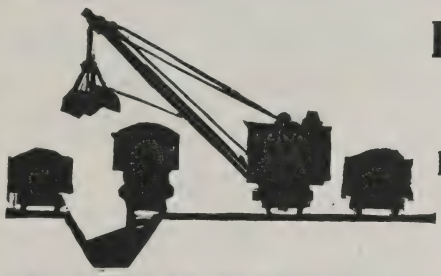
for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

The adaptability of Hayward Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this ad—Illustration No. A1405.

Write for Catalog showing the quickest and most economical method of handling bulk materials.

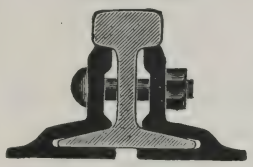
THE HAYWARD COMPANY
Manufacturers of Buckets and Digging Machinery
50 Church St., New York



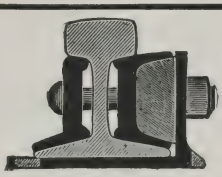
Railroad Locomotive Coaling Stations

Revolving Locomotive Cranes
Car Dumpers
Buckets

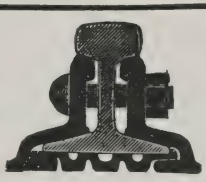
THE McMYLER INTERSTATE CO., Bedford, Ohio (Cleveland Suburb)



Over 50,000 miles in use



Rolled from Best Quality Steel



CONTINUOUS JOINT — WEBER JOINT — WOLHAUPTER JOINT

THE RAIL JOINT COMPANY

GENERAL OFFICES:
185 MADISON AVE., NEW YORK CITY

Makers of Base-Supported Rail Joints for Standard and Special Rail Sections, also Girder, Step or Compromise, Frog and Switch, and Insulated Rail Joints, protected by Patents.

Highest Awards—Paris, 1900; Buffalo, 1901; St. Louis, 1904.

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STATEN ISLAND SHIPBUILDING COMPANY

Formerly BURLEE DRY DOCK CO.

Telephone, 370 West Brighton — PORT RICHMOND, N. Y.

Builders of Steel and Wooden Vessels, Engines, Boilers and Heavy Machinery

Four Balance Dry Docks, 4000, 2500, 2000, 1000 Tons

PROPELLER WHEELS, STEERING ENGINES, AND CENTRIFUGAL PUMPS

BRASS FOUNDERS, COPPERSMITHS AND ELECTRICIANS

WE ARE SPECIALISTS in Technical and Trade Paper Advertising. We can increase the efficiency of your advertising, and can show you how to make every dollar you spend for publicity get full value. Write us for an outline of our methods. This costs you nothing.

The Whitman Co. 127 DUANE ST. NEW YORK

THE TRENTON IRON CO.

Manufacturers of

WIRE, WIRE ROPE AND WIRE ROPE TRAMWAYS

Trenton, N. J., U. S. A.

New York Office, 30 Church St.

Room 1412

EAST BUFFALO IRON WORKS

9 GRIMES STREET

BUFFALO, N. Y.

Castings of Every Description

Capacity 100 Tons per day

Steam Engines, Gas Engines, Propeller Wheels, Brass Castings, Machine Work, Boilers, Stills, Stacks, Tanks, Etc.

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Railroad Ties

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THE

Dayton Malleable Iron Co.

DAYTON, OHIO

Manufacturers of a Superior Quality of

Malleable Iron Castings

For Railroads and Car Builders under Rigid Specifications

Hazard Mfg. Co.

WIRE ROPE FOR EVERY PURPOSE

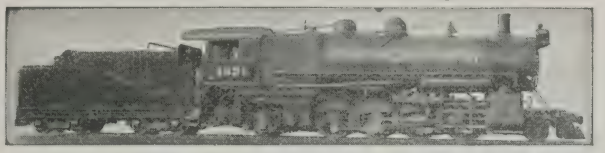
Insulated Wires and Cables

Works Wilkes-Barre Penna.

New York Office 50 Dey St.

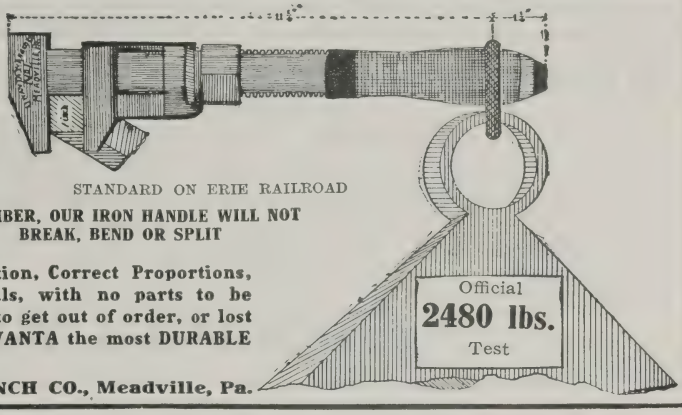
THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PA.



LOCOMOTIVES

UWANTA SPECIAL THE RAILROAD STANDARD



STANDARD ON ERIE RAILROAD

REMEMBER, OUR IRON HANDLE WILL NOT BREAK, BEND OR SPLIT

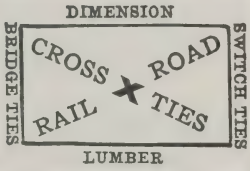
Special Construction, Correct Proportions, Superior Materials, with no parts to be easily damaged, to get out of order, or lost off—has made UWANTA the most DURABLE Wrench built.

UWANTA WRENCH CO., Meadville, Pa.

G. S. BAXTER & CO.

17 WILLIAM STREET, NEW YORK

Telephone Connections JACKSONVILLE, FLA.



BUFFALO CAR WHEEL FDY. CO.

MANUFACTURER OF

Chilled Iron Car Wheels From the Best Grades of Charcoal Pig Iron

BUFFALO, N. Y.

FORGINGS

OF ALL KINDS

Cleveland City Forge & Iron Co.

Cleveland, Ohio

E. W. McCLAVE & SON

YELLOW PINE

YARDS: HARRISON, N. J. NEW YORK: 18 BROADWAY

Telephone Connections

JOYCE-WATKINS COMPANY

RAILWAY TIES—LUMBER

1115 Corn Exchange Bank Building

206 LA SALLE STREET, CHICAGO

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GENERAL OFFICES:

332 South Michigan Avenue, Chicago, Illinois.

Operating Mines in the Hocking Valley, Ohio, Sullivan County, Indiana, and in the Carterville, Springfield and Fourth District of Illinois.

H. K. Wick, President **H. K. WICK & CO.** **W. D. Ward, Vice President**

T. H. Clarke, Secretary INCORPORATED **J. R. Williamson, Treasurer**

MINERS AND SHIPPERS OF

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Erie Co. Savings Bank Bldg., BUFFALO, N. Y.

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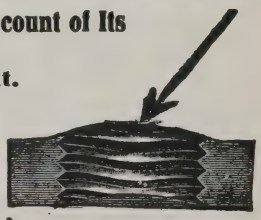
F. N. PEASE, Southwestern Sales Agent, 203 S. Dearborn Street, CHICAGO, ILL.

Why the Grip Nut Holds

It Locks Itself Upon the Bolt Threads on Account of Its Eccentric Threads, (See Cut)

And Does Not Injure the Bolt.

Not a Spring Nut



This cut shows an exaggerated curve in thread pinch.

A demonstration of the value of the Grip Nut can be seen on the trucks of the 30 new Erie Express cars, the new Baldwin Engines, the new furniture cars, and all repairs.

Chicago GRIP NUT COMPANY New York

We say again "NOT A SPRING NUT."

COLUMBIAN ROPE CO.
Factory and General Office
AUBURN, N. Y.
MAKERS OF THE
"COLUMBIAN" and "EUREKA" BRANDS
Manila Rope, Ships' Hawsers
Hoisting Rope, Transmission Rope, &c.
NEW YORK OFFICE, 62 SOUTH ST.

Hudson Laundry Company
RAILROAD, STEAMSHIP,
HOTEL and RESTAURANT
Work of All Descriptions
630 GRAND STREET and
32 to 40 BISHOP STREET
JERSEY CITY, N. J.
H. W. BISHOP, President & Treasurer
E. B. BACON, Vice-President & Secretary

Mica lantern globes, like mica headlight chimneys, are a convenience to the men who use them as well as an economy to the road.
STORRS MICA COMPANY
Owego, N. Y.

Daily Capacity, 40 Cars.
The Erie Stone Company,
General Contractors and Manufacturers of
Stone Ballast, Macadam,
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ESTIMATES FURNISHED
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Phone 88 Hoboken HOBOKEN, N. J.

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Norfolk House, Cannon St.
MONTREAL, Canadian Express Bldg.
SAN FRANCISCO, 418 Montgomery St.
TORONTO, Traders Bank Bldg.
MEXICO CITY, Cinco de Mayo, 6-B
SEATTLE, 309 White Bldg.

THE
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Engravers, Printers and Binders
624-632 S. Sherman Street
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CARPINTER & BAKER INSURANCE
3 SOUTH WILLIAM ST.
NEW YORK
MARINE, AUTOMOBILE,
MOTOR BOAT

FAITHORN COMPANY

HALF TONE ENGRAVERS
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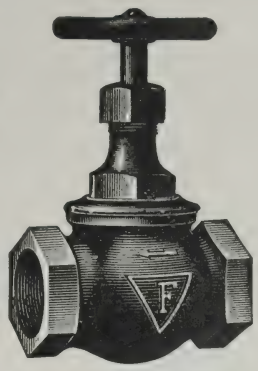
500-508 Sherman St. :: :: CHICAGO

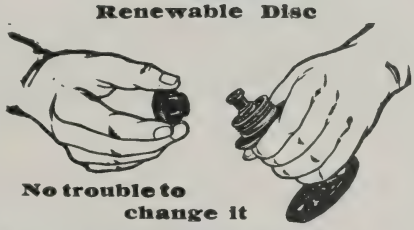
The Hamilton Press
PRINTERS
FORTY STONE STREET :: NEW YORK
TELEPHONES FOUR-FIVE-EIGHT-SIX *and* FOUR-FIVE-EIGHT-SEVEN BROAD

Charles B. Reed, Inc.
RAILROAD PRINTERS
146-148 Worth Street
NEW YORK

Fairbanks Valves



Renewable Disc



No trouble to change it

THE FAIRBANKS COMPANY 416 BROOME ST. NEW YORK CITY

STANDARD STEEL CAR COMPANY

GENERAL OFFICES

Pittsburgh, Pa., Frick Bldg.

BRANCH OFFICES

New York, 170 Broadway
Chicago, Fisher Bldg.

WORKS

BUTLER, PA.
NEW CASTLE, PA.
HAMMOND, IND.

Steel and Composite FREIGHT CARS

AND

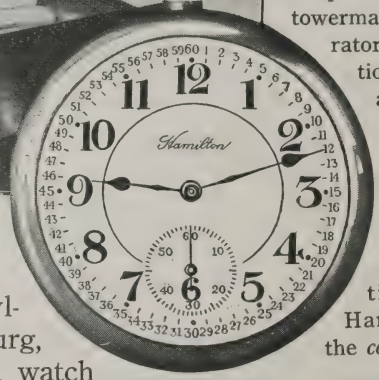
All Steel Passenger Equipment

Capacity 50,000 cars per annum

Inquiries solicited

The Train Dispatcher and the Hamilton Watch

The men who actually run trains are by no means the only railroad men who carry the Hamilton Watch. The dispatcher, the towerman, the operator, the station master and the officials of the road also carry Hamiltons, because the time of a Hamilton is the *correct time.*



THE man in the picture is J. W. Leaman, Train Dispatcher on the Pennsylvania Railroad, at Harrisburg, Pennsylvania. He carries a watch like the one shown here—a Hamilton No. 992—the 16-size "Railroad Timekeeper of America." We equip any railroad watch we sell with safety numerical dial without extra charge.

The Hamilton Watch

"The Railroad Timekeeper of America"

Over one-half (almost 56%) of the men on American Railroads maintaining Official Time Inspection carry the Hamilton Watch.

The Hamilton Watch is made in standard sizes for men and women and sold by leading jewelers everywhere at $38.50 to $125.00 for complete watches, timed and adjusted in the cases at the factory; in some models, movements only may be purchased, so that, using your present watch case, you can own a Hamilton Watch, for $12.25 and upwards. Ask your jeweler. If he cannot supply you, write us.

Write for the "The Timekeeper"

If you are particular about owning a close rating watch, let us send you "The Timekeeper," a book about watches that pictures and describes the various Hamilton models.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

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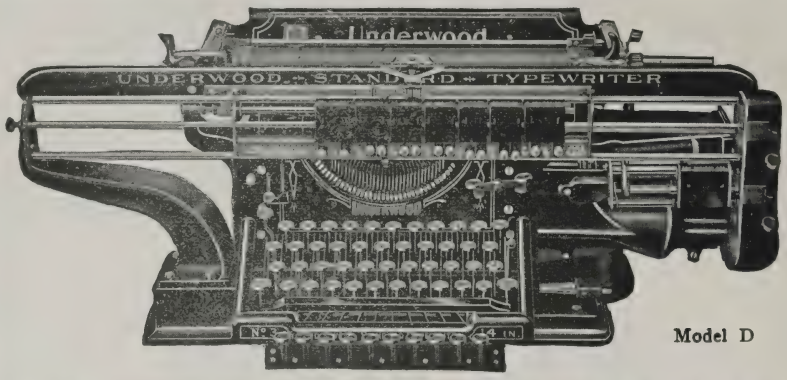
DECEMBER

ERIE RAILROAD

ERIE

EMPLOYES MAGAZINE

1912



Model D

Underwood Computing Machine

A Machine Which Is Most Extraordinary in Its Possibilities

It Writes
It Writes and Adds
It Writes and Subtracts
It Writes, Adds and Subtracts

This Machine Adds and Subtracts both Vertically and Horizontally simultaneously, making it possible to handle the most intricate Statements by simply operating the Typewriter keys:

Thus producing a Mechanical Audit possible only on the Underwood Computing Machine.

UNDERWOOD TYPEWRITER COMPANY, Inc., Underwood Building New York

Quality Not Quantity

Made of Pressed Steel Plate

Guaranteed to Re-rail the Heaviest Railroad Equipment.

70,000 PAIR IN SERVICE

TIME AND ENERGY SAVED IN ITS USE

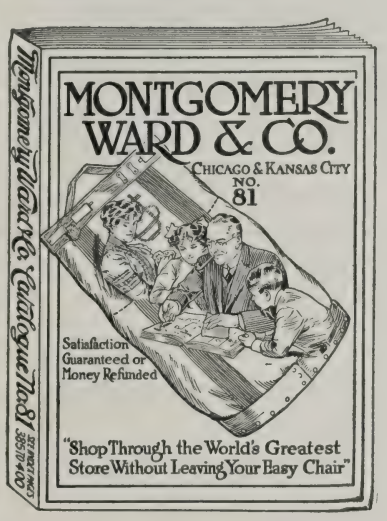
SEND FOR CIRCULAR SHOWING "WHAT OTHER PEOPLE SAY"

The Alexander Car Replacer Manufacturing Co.

SCRANTON, PA.

The Finest Catalog of Its Kind Ever Published

Yours for the Asking



THIS new Montgomery Ward Catalogue. We are sure that this handsome beautifully illustrated book will win us thousands of new friends and customers. Besides pleasing our millions of old satisfied customers in every civilized country in the world.

Everything for the furnishing of your home, for your personal use is faithfully described and illustrated in this handsome new catalogue. And all of the Ward quality our guarantee is attached to each article—from a paper of pins to a grand piano.

If you are not entirely satisfied with anything chosen from this catalogue return it for something better or your money back together with any mailing or transportation charges.

Shall we send your copy now before the supply is exhausted?

MONTGOMERY WARD & CO.

CHICAGO KANSAS CITY

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The Safest Road

to financial independence is "The Savings Bank Route."

To travel this road, the only requirement is that you regularly save a small part of your weekly or monthly earnings.

Get started right by opening a Savings Account with The Oldest Bank in Chicago. Your Savings will earn 3% interest, compounded twice each year, and will be safeguarded in every possible way.

Established 1857

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Horlick's Malted Milk

The Original and Only Genuine

Rich milk, with the nutrition of choice malted grains, in powder form. A delicious food-drink is prepared in a moment by simply stirring in water.

Invigorating to the adult, upbuilding to the young, always helpful to the ailing.

Served on Cafe and Dining Cars of the Erie Railroad.

At all druggists
Samples on request

Horlick's Malted Milk Co.
RACINE, WIS.

THE

"Engine Cab" Goggle

Large Curved Lenses
Folding Screens
White Metal Frames
Rustless, Light Weight, Cool

With reversible cable temples in case, $1.25
With elastic adjustable band in case, $1.25

Money Order brings a pair to you

G. D. DAVIDSON
163 Newark Ave., Jersey City, N.J.

The Best Accident and Health Insurance

for

Erie Railroad Employees

is issued by

The Travelers

Insurance Company

of

Hartford, Connecticut

SEE THE AGENT

SECURITY SECTIONAL ARCHES

Arch Engines are always the best steamers

AMERICAN ARCH COMPANY
30 Church Street New York

The Anchor Packing Company

Manufacturers of METAL *and* FIBROUS PACKINGS *for* RAILROAD SERVICE

24 North Seventh Street
PHILADELPHIA, PA

"Franklin" 85% Magnesia Boiler Lagging.
Monarch Asbestos Pipe Covering.
Railroad Special Asbestos Train Pipe Covering.
Asbestos Lumber Smoke Jacks.
Asbestos Ring Air Pump and Throttle Packing.
Cotton and Wool Waste, Perfection Packing.

THE FRANKLIN MANUFACTURING CO.
FRANKLIN, PA.

GALENA-SIGNAL OIL COMPANY
FRANKLIN, PENNA.
Sole Manufacturers of the Celebrated
Galena Coach, Engine and Car Oils, and Perfection Valve and Signal Oils
QUALITY SERVICE GUARANTEED COST
ELECTRIC RAILWAY LUBRICATION A SPECIALTY
Galena Railway Safety Oil "B"
for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE, MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.
GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks.
Tests and correspondence solicited. **S. A. MEGEATH, President**

The Best Is None Too Good
For You Mr. R. R. Man

THE BEST PROTECTION
BEST POLICY
BEST COMPANY

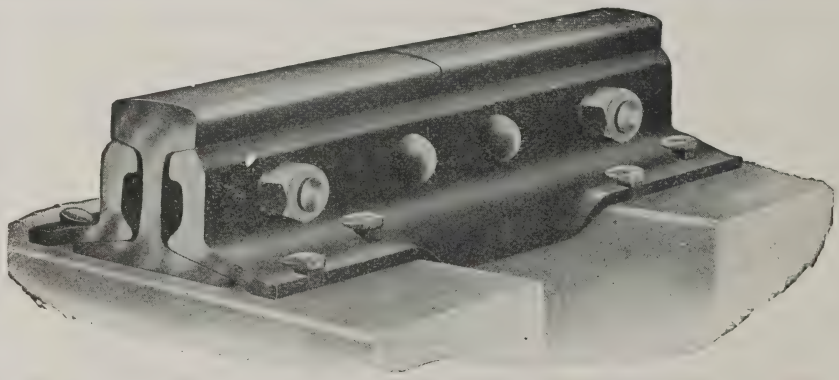
Continental Casualty Company, Chicago

H. G. B. Alexander, President

1887—1912

The Best and Largest Health and Accident Insurance Company in the world.
It makes a specialty of Railroad Protection.
It is the only one operating in every state.
It has the Largest agency force.
It pays more claims than any other.
It pays claims faster than any other.
It insures more R. R. Men than all others.
It employs more R. R. Men than all others.

WHEN HURT	*Name* _____
HOW MUCH	*Address* _____
CASH WILL	*Age* _____ _____
I GET?	*Occupation* _____



Q & C BONZANO RAIL JOINT

Millions in Use

The Q & C Company

PEOPLES GAS BUILDING
CHICAGO, ILLS.

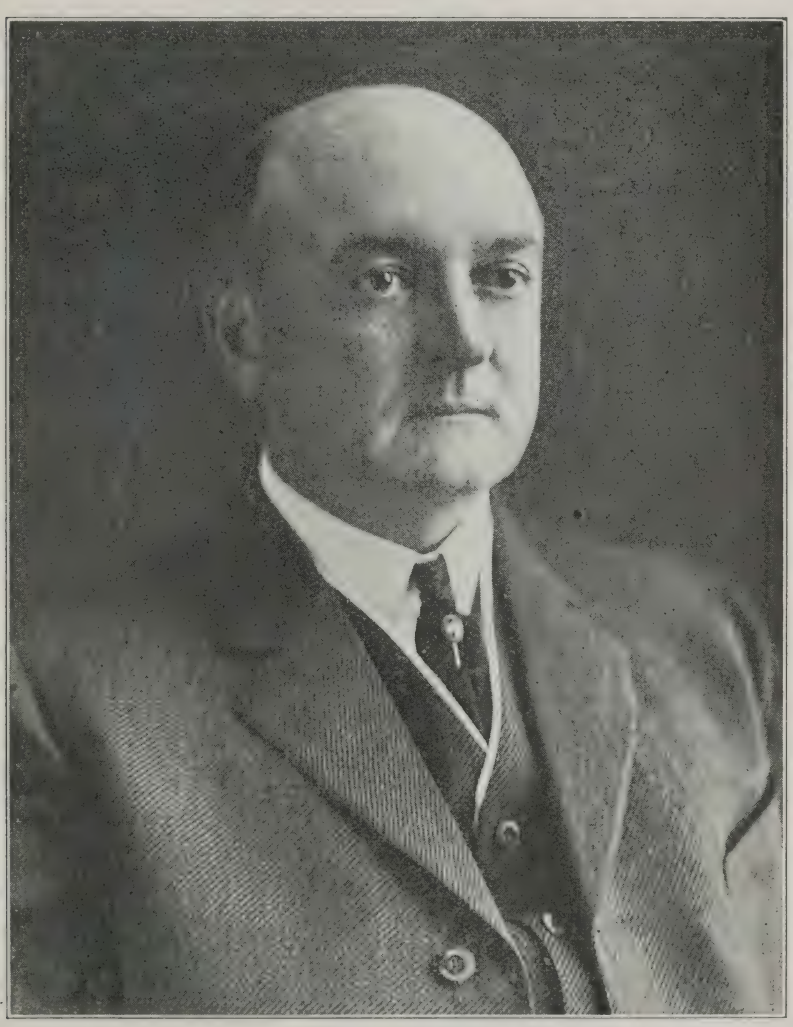
WEST STREET BUILDING
NEW YORK, N. Y.

THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 8. DECEMBER, 1912. No. 10.



S. E. FERGUSON.

SAMUEL E. FERGUSON.

The most recent appointment to the position of division superintendent is that of Mr. S. E. Ferguson to the Meadville Division.

Mr. Ferguson, when he assumed the reins of office, as the successor of Superintendent Batchelder, was not a new comer; in fact, he was well seasoned, having been on the Meadville Division for seventeen years previous to his well-earned promotion. That he knows the ins and outs of his division goes without saying, and that fits him eminently to assume the leadership. With 31 years on the Erie's Mahoning and Meadville divisions, during which period he rose gradually from the very lowest position when a boy, to be a division superintendent, it is safe to say that Mr. Ferguson is a real Erie man.

One of the boys who knows Mr. Ferguson very well; also how well he has filled previous positions, ventured to predict that he will make good in the position he now fills. This person added: "He has been at Meadville so long that he fits as comfortably as an old shoe."

Following is his railroad record: Born June 3d, 1863. August 1st, 1881, hired as message boy at Niles, O., telegraph office; Oct. 1st, 1883, promoted to operator at Mahoning, O.; March 1st, 1883, promoted to manager and operator, Niles, Ohio; July 2d, 1887, promoted to operator, Leavittsburg, O.; July 1st, 1890, transferred from Mahoning Division operator at Leavittsburg to Meadville as operator on message table; Nov. 1st, 1891, transferred to Kent, O., as superintendent's operator; Feb. 15th, 1892, promoted to third trick dispatcher at Kent, O.; Nov. 1st, 1892, promoted to second trick dispatcher at Kent, O.; Apr. 1st, 1895, transferred to dispatcher at Meadville account division consolidated; Feb. 18th, 1903, promoted to trainmaster Meadville Division; Nov. 1st, 1912, promoted to Superintendent, Meadville Division.

A COURTEOUS TRAINMAN.

The following communication received from a gentleman, who, judging from his letterhead, is a minister of the gospel, was received recently by Mr. R. H. Wallace, general passenger agent of the Erie Railroad Company.

It is printed here first, to show the appreciation of a patron of the Erie Railroad for a courteous act performed by an employe, and, second, to express on behalf of the company its full appreciation of the kind act and good judgment shown in assisting a passenger unable through the infirmities of old age, to properly help himself.

Parsonage
Trinity M. E. Church, South
344 Preston Street,
Baltimore, Md.

Dear Mr. Wallace:

Last Tuesday evening I had occasion to use your train No. 48 from Hornell to Elmira.

I was bringing South my grandfather, who is quite infirm. One of your trainmen, whose name upon inquiry I found to be W. F. Briggs, was exceedingly kind and thoughtful for us. Though he was busy with his duties, he took special pains for the comfort of my grandfather.

I shall always remember with pleasure the Erie road, because of this man's kindness, and call the matter to your attention that I may thank you for having such men in your employ.

Very sincerely yours,
(Signed) Jno. Paul Tyler.
11-20-12.

Mr. Wallace replied as follows to Mr. Tyler's letter:

November 23d, 1912.

Mr. Jno. P. Tyler,
344 W. Preston Street,
Baltimore, Md.

Dear Sir:

Many thanks for your commendatory letter of the service afforded you by trainman, Mr. W. F. Briggs, while en route from Hornell to Elmira recently.

It will afford us pleasure to let Mr. Briggs know what you have said.

Am taking the liberty of enclosing herewith copy of booklet entitled "The Smile Habit."

Yours truly,
(Signed) R. H. Wallace,
General Passenger Agent.

"Why did you keep creating new supplies of stock in your big corporation?" asked the modest trader. "I wanted to pass it around," replied Mr. Dustin Stax. "I want as much of the public in on the enterprise as possible. Every stockholder who gets an occasional dividend is absolutely convinced that ours is one of the good trusts."

KENT STATE NORMAL SCHOOL

A new state normal school is in course of construction at Kent, Ohio, and it is hoped that by the early part of 1913 it will be opened in a small way, and by the following September it is hoped that at least three hundred scholars shall be enrolled.

It is said that there will be eleven buildings all told. The Administration Building, which is the first to go up, is an imposing structure built of light brick and massive in architectural design.

The group of buildings will be located on Kent's main street leading up from the Erie station and about ten minutes' walk from it. The spot where the school is located is on a hill commanding a fine view of the city, with a wealth of old forest trees surrounding.

The establishment of the State Normal School at Kent will be of lasting benefit to that city, as it will draw a most desirable class of people, not to mention the great improvement the school itself will afford. Kent is a most desirable city in all ways that go to make a city desirable as a place of residence. It has stores in plenty of the right sort, schools and churches, two newspapers, and is easy of access by steam roads and trolley to neighboring towns.

President J. E. McGilvrey, who is at the head of the faculty, has chosen the following as his assistants: Dean and director of agriculture, John P. Johnson, at present head of the department of agriculture at Western Illinois State Normal School; head of the department of education, George Edward Marker, at present dean of the school of education of the Dakota Wesleyan University; director of training school, Miss Mary H. Prentice, formerly of the Cleveland City Normal School; registrar and assistant to the president, Miss Helen M. Atkinson, a graduate of the University of Illinois.

That the new Normal School will prove a lasting benefit to the Erie Railroad is assured, while to the city of Kent it will be a winner.

NEW ENGINES AND CARS.

The Erie Railroad has placed an order with the Baldwin Locomotive Works for 30 Mikado type locomotives; another with the Lima Locomotive Works for 5 Pacific type passenger locomotives, and has purchased one special Pacific type passenger locomotive, the 50,000th built by the American Locomotive Company.

In the way of freight equipment, the Company has placed an order with the Western Steel Car & Foundry Company for 1,000 steel underframe box cars, and the Standard Steel Car Company will build 500 of the same design.

It is a notable fact that the Erie Railroad since July 1, 1906, has bought 192 locomotives, 307 passenger equipment cars and 14,000 freight cars.

1861. Summer Arrangement. 1861.

ATLANTIC & GREAT WESTERN

BROAD GAUGE.

RAIL ROAD.

On and after Monday, June 17, and until further notice, trains will run as follows—viz:

From A. & E. Junction.

9.40 A. M. ACCOMMODATION,

Leaves on arrival of the Mail Train on the Philadelphia & Erie Rail Road, from Warren—stopping at all way stations, and arrives at Salamanca at 2.10 P. M., connecting with trains on the New York and Erie Rail Railroad for Dunkirk.

1.50 P. M. EXPRESS,

Leaves on the arrival of Trains from Erie and Warren, stopping at Columbus, Pine Valley, Panama, Ashville, Jamestown, Poland Center, Kennedy, Randolph, Steamburg, Cold Spring and Red House, and arrives at Salamanca at 4.50 P. M., connecting with the Night Express Train on the New York & Erie Rail Road, arriving in New York City at 8.38 A. M. next day

From Salamanca.

9.40 A. M. EXPRESS,

Leaves on the arrival of Night Express, from New York City, stopping at Red House, Cold Spring, Randolph, Kennedy, Poland Center, Jamestown, Ashville, Panama and Columbus, and arrives at A. & E. Junction at 12.45 P. M., (Passengers' dine,) connecting with trains on the Philadelphia & Erie Rail Road for Warren and Erie, arriving at Warren at 4.00 P. M., and Erie at 4.30 P. M.

5.10 P. M. ACCOMMODATION,

Leaves on the arrival of Mail Train from New York City and Express Train from Dunkirk, stopping at all stations, and arrives at A. & E. Junction at 9.50 P. M.

The above Trains make connections at Pittsfield, Union Mills, and Waterford, on the Philadelphia & Erie Rail Road, with daily lines of Stages (Sundays excepted,) for Tidioute, Titusville, Meadville, Franklin, and other points West and South.

The attention of the traveling public is particularly called to this

NEW ROUTE,

Which will be found the Shortest, Cheapest and most pleasant between the celebrated

OIL REGIONS

Of Pennsylvania and the Eastern Cities.

JOS. HILL, Jr., Sup't.

Superintendent's Office, Jamestown, June 17, 1861.

[Courier Print, Jamestown, N. Y.]

TRAVELING ON THE RAILROADS OF JAPAN AND CHINA.
II.

THERE are a few corrections I wish to make in my story published in the last issue of this Magazine about my trip to Japan and China," said Mr. Luis Jackson. The Great Wall of China is not 40 feet high and 40 feet wide, but is generally 20 to 30 feet high and 15 to 25 feet thick at the base, with 12 feet of width at the summit. The towers on the wall are 40 feet high, and in many places were constructed at intervals of 600 feet; I have learned since something about the wall; it says there is evidence that the towers were built first, and then, that regiments of troops were quartered on the land in the neighborhood of these towers. The soldiers were encouraged to marry, and were given small farms, and on an allotted number of days worked on the wall, building it up. This is what I have read, and it seems a good explanation.

Relative to the locomotives in Japan: Most of them are built by the American Locomotive Company and the Baldwin Locomotive Works. Many locomotives larger than any that have ever been used in Japan are now being shipped to that country. I also find that our American locomotives are being largely shipped to China and, in fact, the whole of the Far East. In the locomotive business the United States has a world-wide market, as American locomotives are considered the best manufactured.

When I landed at Yokohama I was at first a little disappointed, because the wharf was surrounded with brick warehouses, such as are standard in America. I thought that this was very little new, but immediately on getting out of this warehouse district I arrived in a new world—a sort of Midway Plaisance, or Coney Island feeling overcame me, because all the dwellings were totally different from those in any American city, being mostly one story, but I also noticed that in the principal cities the large hotels, new post offices, courts and other public buildings are of stone, and the same as they are with us.

Speaking of architecture: there is not very much to see that is great about the native architecture of Japan. The principal effort of the architects seems to be to make a symmetrical roof. The temples throughout the land are all pretty, though few of them are imposing, because they generally comprise a single story building with an immense roof, but the art of Japan lies greatly in the location in which these temples have been placed, and I never saw anything more beautiful than the position which these temples have been given in Nikko—one of the beauty spots of the world. Here the temples have been built with an eye to having a magnificent background. They stand, as it were, framed in a beautiful picture, every one of them by design. The cryptomeria or Japanese cedar trees at the back of them are very lofty, some of them 100 feet in height, and the temple with its dark green setting of high trees forms a beautiful picture.

I visited many of the picture galleries in Japan. There is not the perspective that one sees in European art. Some of these pictures, from a decorative standpoint, that is, the picturing of fantastic lions, dragons and foliage, are magnificent. It seems to me that Japanese painting is still in the stage of the European artist when he painted without perspective, that is to say, pictures of men and animals were painted, as it were, on a flat surface.

In the fifteenth century the Florentine School in Italy revolutionized our art. They painted with depth and distance, and from that time on came the great perspective art in the painting of assemblages of people's and true natural landscape. I believe that the Japanese, who have a great sense of the artistic, will make themselves felt in the modern school. Their art is true art, and in decorative work they are second only to the ancient Greeks.

As to sculpture, I saw some of the finest. Unfortunately their sculptors of former centuries worked largely in wood, but some of the figures that I saw are so vigorous and so truly represent action that many of them would rank with the sculptures of ancient Greece.

As to bronze work and porcelain: These are among the great arts of Japan and have long been famous. In this their school of art ranks in a class by itself.

In traveling through Japan one of the pleasing sights is the coloring of the houses, and the gayly colored dresses of the children—nothing offends the eye. Even the signs in the

fields advertising merchandise are beautiful. They are not in the shape of boards, but letters five or six feet high cut and daintily colored. In their homes and in their gardens the people of Japan have an eye to the beautiful.

One could go through the whole of Japan, from city to city, as a hotel traveler, provided he did not wish to see much of the local sights, and imagine that he was traveling in Switzerland. The hotels for foreigners are excellent, and the European food is splendidly prepared. These hotels for foreign visitors have all modern conveniences, bath rooms, etc. The Japanese prefer the Japanese hotels. I was in some of these. There are no chairs nor tables in them, people sitting on the mats and sleeping on a mattress a few inches above the mats, and taking our meals on a tray a little elevated above the mats; this is not convenient for us.

In traveling through Japan one sees rice as the chief agricultural product, where we would see corn, wheat or oats. The whole of the land seems to be given up to rice culture.

The Japanese live largely on rice. This is served in all sorts of ways, with slices of fish, slices of fried eggs, etc., etc. In the United States proper we have 58,000,000 cattle, 52,000,000 sheep and 65,000,000 swine, to a population of about 95,000,000 people. This gives about half a cow, half a sheep and half a hog to each person. In Japan, proper, with 51,000,000 people, they have only 1,400,000 cattle, about 3,500 sheep and 300,000 swine. These statistics show that the Japanese are not a meat-eating nation.

The chief religions in Japan are the Shinto, the Buddhistic and some Confucianism. Shintoism is called "the way of the gods;" Buddhism was founded by Buddha, a great teacher of Hindustan, and Confucianism by Confucious, a great moral instructor in China. All embody ancestor worship. There are no quarrels among these different sects. A Japanese gentleman generally belongs to all three religions.

A great deal has been said about the Japanese being dishonest. I think this is largely a libel upon them. It is true that, until recently, the nobles and military formed the highest class, the farmer the next class, and the merchant and shopkeeper the lowest class; in fact, the trading classes were looked down upon, and, therefore, probably did not formerly rise to the high plane of the others; but I can only judge a people by what I have seen in my contact with them, and I was honorably treated in every transaction I had with them in Japan, from the largest merchant to the jinrikisha man. I do not think that I was beaten out of one cent in my sojourn in that country. I think the Japanese are largely maligned from hearsay. I speak of things as I find them. Everybody treated me squarely.

I visited Nagoya, where the population is almost entirely Japanese, with but a handful of foreigners. This city, however, was brilliant with electric lights. There is hardly a town in Japan but has a most modern electric light system, and trolley cars are seen everywhere, but the great conveyance of Japan is the jinrikisha. I at first had some qualms about riding in this, as I did not care to have a man where a horse ought to be, but one man cannot change the customs of a country, and these rikishas are almost at every corner, and as they charge about five cents for a ride, or 15 cents for an hour, they are in great demand. In the large cities, like Tokyo, Kyoto, Osaka (Osaka has nearly 1,500,000 people), there are some wide streets, and automobiles are seen on them, but in the other sections the streets are rather narrow and rikishas are more easily taken through them.

One of the most interesting things I saw in Japan was the great bronze statue of the Daibutsu at Kamakura. This statue is 50 feet high and 97 feet in circumference; it stands in a beautiful park. It is sometimes called the "great Buddha," on account of its size. It represents Amida. I also saw the famous and beautiful mountain of Japan—Fuji-Yama. Its height is 12,395 feet. It is largely pictured on Japanware.

All that we read here about the dwarf trees of Japan is a fact. I saw the most beautiful dwarf trees in almost every place I visited. They are used chiefly as house ornaments, and some of the perfected ones will run up to $500 each, though one can buy a dwarf tree at all prices, some as low as a dollar. Some of them will live for over one hundred years.

The Japanese landscape gardens are also very beautiful, but I must conclude here, as I have to catch a train.

It takes just as much sense to back out when wrong as to be sure you're right before going ahead.

ERIE'S BEAUTIFUL NEW OFFICE AT SAINT PAUL, MINN.

ERIE'S NEW ST. PAUL OFFICE.

After being located from September 15, 1908, in handsome quarters at 385 Robert Street, the Erie Railroad made a new move on October 1, and is now located at No. 6 East Fourth Street, in the Commerce Building, a handsome twelve-story structure on the southeast corner of Fourth and Wabasha streets, adjoining the New York Central Lines office.

The office measures 19 ft. by 36 ft. and has a fine storeroom partitioned off in the rear. It has also a tiled floor and is handsomely wainscoted. Besides having an entrance directly on Fourth Street, with large windows on which are large Erie trademarks, the office has spacious windows on the vestibule and is easily seen by all visiting the building. The Commercial Club has recently spent $40,000 equipping its club house, which occupies the two top floors of this building, and a large membership daily passes in and out of the building.

The new location is quite a departure for the Erie, as the office fronts the Court House, and the greater part of the street car lines of the city pass directly on Fourth Street, and in sight of the office on Fifth Street. As now arranged, the St. Paul office handles business to and from St. Paul and eastbound dairy shipments, as well as passenger business from points in Minnesota and North and South Dakota. This is among the finest street offices the Erie has in the West.

The Erie representatives occupying the St. Paul office are: J. W. Adams, general northwestern agent; J. G. Stirn, agent St. Paul; A. M. Thompson, traveling passenger agent; H. H. Weston and R. A. Post, traveling dairy agents, and J. A. Calton, chief clerk.

PATRONS APPRECIATE IT.

The *Cleveland Press* in its issue of October 29th, paid Erie brakemen the following compliment:

Brakemen on Erie passenger trains are very polite.

Just before the trains arrive in Cleveland the brakemen call the station, with an admonition to the passengers not to forget their belongings.

Monday night the brakeman on the 10:30 train had given the first warning for the E. 55th Street station, and the passengers began to straggle down the aisle. Just as the train was stopping the brakeman stuck his head in the door again.

"This station, E. 55th St.," he called, "don't forget your packages."

A woman standing near the door gave a little shriek. Pushing her way through the crowd, she hurried to a seat in the back of the car, where a little girl lay asleep.

She got off a few minutes later, carrying the child.

FEDERAL REGULATION OF BUSINESS MEANS "COLLECTIVISM."

THE Hartford (Conn.) Times in its issue of October 31, 1912, had the following to say concerning above subject:

The Presidential campaign will close with the leaders of all parties in substantial agreement upon at least one proposition, viz.: that the "regulation" of American railways by means of a Federal commission has proved a good thing, and that Federal interference with the management of this class of corporations is a success.

But between the Democratic party and the two other parties into which the old Republican party is now divided there is a sharp difference of feeling and of policy in regard to the further extension of the plan of Federal regulation or supervision of the business corporations of the country generally, to which it is the object of this article to call attention. Shall the government of the United States attempt to do with all the business organizations what it is now attempting to do with the railroads? The Democratic party says no. The parties led by Mr. Taft and Mr. Roosevelt say yes. Mr. Roosevelt's yes is more positive and more emphatic than that of Mr. Taft, but their positions on this question do not materially differ.

We believe that the American people have been gravely misinformed and misled as to the results of Federal interference with the railroad business of the country. The people have been led to believe by agitators that justice can be obtained in railway rates only by giving the interstate commerce commission complete power to prescribe those rates. But this is by no means the limit of the Federal interference which has been undertaken. To prove this we cannot do better than to quote one of the best qualified writers on the question of railway regulation, Mr. W. M. Acworth of London, who in a very striking article, contributed to the bulletin of the international railway congress, says of the situation in the United States:

"State and Federal interference with the actual daily operation of the railroads has already gone far and is steadily increasing. Peremptory orders to run such and such trains, to provide such and such accommodations on them, to build new stations here, to reconstruct lines there, so as to avoid crossing streets on the level, are increasing every year both in number and severity. Laws dealing with the provision of safety appliances, regulating the number of employees on a train or the number of hours these employees are to work, have been turned out by the hundred during the last decade. In this respect also the railroads of the United States are subjected to interference more drastic and much more detailed than anything to which the English railroads are subjected. And, whereas government regulation in England dates back to the beginning of railroads, and has only been strengthened gradually and at considerable intervals, this whole mass of government regulation in the States has been piled, in the course of quite a few years, upon the backs of officials brought up under a system of almost entire freedom from exterior restraint.

"Not unnaturally, the American railway men, buffeted by such fierce and frequent storms coming upon them from every direction at the same time, have lost their bearings. Government control, they say, they could live with, if it were steady and uniform and consistent. But government interference that is often self-contradictory, that never helps or guides or supports, that only objects and obstructs and forbids, in the end becomes impossible, for all private initiative is paralyzed. And to say that this is the position in the United States today is only to state what is obvious and undeniable."

How Federal regulation is embarrassing and harassing the railways of this country, Mr. Acworth goes on to describe as follows:

"* * * As I have said, as the result of the tempest of drastic and even hostile legislation that has raged around them within the last few years, the railway men no longer know where they stand. The cost of operation has been going up against them by leaps and bounds. The wages of railway employees have not only gone up, but have gone up out of all proportion to the wages of any other comparable employment. In the deep depression of 1908 the companies attempted to reduce their expenditure by cutting down wages. The whole force of the Federal Government was instantly brought to bear upon them, and they were compelled to abandon the attempt. Foiled in this direction,

they tried to increase their receipts by raising rates. They were promptly confronted with an injunction moved for by the government, and were compelled to postpone their proposed increases till legislation could be passed through Congress giving the interstate commerce commission jurisdiction to decide as to their reasonableness. And now, after exhaustive inquiry, the commission has within the last few months unanimously decided that no increase shall be permitted.

"To justify the proposed increase, the railway companies naturally painted in dark colors the prospects of the future. The surplus over dividends which they had been accustomed to devote to betterments and improvements had, they said, almost vanished. The dividends themselves were in danger. The security on which new and urgently needed capital must be raised was gravely imperilled. The commission, it is true, refused to take them at their word, and declined to admit that the gloomy prognostications of the companies were justified by the facts. But it is no part of the duty of the commission to find capital for the companies, and there is no denying that on the one hand, the companies are hesitating to incur new liabilities, and that, on the other, the public are less ready to purchase railway securities than they were. Securities of the great companies can, of course, be sold, and are constantly being sold; but they are only sold at a price that a few years ago would have been regarded as prohibitive."

AN OBLIGING AGENT.

Under the caption "Good Natured and Obliging," a correspondent of *The Montclair* (N. J.) *Times*, who signs "E. S. E.," has this to say concerning the Erie's station agent at Upper Montclair, on the Greenwood Lake Division. By the way, "E. S. E." is Edward S. Ellis, the versatile writer of boys' books, historical works, etc., and a jolly good fellow at any angle one takes him. He says:

"This is a man. He sells railway tickets, sends and receives telegrams and collects bills for the Erie Railroad. He is always at his post, rain or shine. Sometimes I wonder if he will be there when he is dead.

Everybody likes him. Do you know why everybody likes him? It is because he is so good-natured and obliging. I don't believe he ever got mad in all his life, and he has so much to do that I cannot understand how he keeps his temper, for besides selling railway tickets, and sending off telegrams, and no end of other things, he has to answer about a hundred of the darndest questions every day. That doesn't make any difference. He is always on the job and smiles just the same.

He began selling railway tickets twenty-five years ago. At that time Upper Montclair had ten commuters. This year there are 450. You know figures won't lie—though the folks that handle 'em often do—so in twenty-five years more the number of commuters in Upper Montclair will be 20,250, and in twenty-five years more there will be 911,250 commuters. Won't that be fine? Then Upper Montclair will crow over Montclair, and the Valley road line will buy a new trolley car.

S. M. BELDEN, AGENT.

Do you know why this man isn't superintendent, or president, or vice-president of the Erie Railway Company? The reason is that he would have to make his headquarters in New York. That would take him away from Upper Montclair, and all the commuters and others would become so mad they would walk to Jersey City and back each day rather than patronize another agent. Oh, the Erie Company is wise and knows on which side it's bread is buttered."

THE ERIE RAILROAD COMPANY'S CINCINNATI, O., AGENCY.

By C. P. Morse, General Southern Agent, Cincinnati, O.

THE first historical white man to set foot upon and cast eye over the primeval site of Cincinnati was Christopher Gist, in 1751. The last man—well, that's another story.

John Cleves Symmes of New Jersey, some time in the seventeen eighties, purchased from the United States a tract of 600,000 acres, which included the land upon which Cincinnati later was builded.

Matthias Denman of New Jersey bought from Symmes the actual site of the present city, and having associated with him John Filson of Lexington, Ky., laid out a town after the plan of Philadelphia, and named it Losantiville, which name is derived from Greek, Latin, French and English words, literally meaning "ville"—a town; "anti"—opposite; "os"—the mouth; "L"—of the Licking River. General St. Clair, at the head of his army on his way down the Ohio in 1789, having passed quite a number of military ports which had been established by the French prior to the fall of Ft. Duquesne, and given French names, upon reaching Losantiville ripped out: "Another of those * * * French named towns. Change it to Cincinnati," and since January 2nd, 1790, the city has been so called.

January 1st, 1802, with a population of about 1,200, it was duly incorporated a town by act of the Territorial Legislature. It was made a port of entry in 1808. In 1820 the population had grown to 10,000, and from that time it increased by leaps and bounds.

The building of the Little Miami Railroad in 1849 (now a Pennsylvania Company's holding), of which General Gist asserted in 1851, "The whole number of passengers carried by that road the past year was 144,436, of which 52,288 were through. The amount received was $204,599.87. Total earnings of freight, passenger and mail was $405,697.24." This road was followed by the construction of the Ohio & Mississippi, Cincinnati, Hamilton & Dayton and Kentucky Central, and a further impetus was thereby given to the upbuilding and glory of "Porkopolis," as the city was then dubbed. In 1851 the city's population was 116,000, and it was then proudly named the "Queen City of the West."

In 1910, with a population of 563,000, it has risen to be the greatest city in the magnificent valley of the Ohio; the greatest city south of the Lakes and north of the Gulf, and is, as of old, when the Indians crossed its few square feet of landing, "opposite the mouth of the Licking," today, when it covers seventy-five square miles of landing, and true, natural, logical and geographical gateway to the South. And is also (using the same adjectives) the Erie's gateway to the South.

Some of the good things that Cincinnati possesses are as follows: Cincinnati is the nearest large city to the center of population; center of the market, being within twenty-four hours of 76,000,000 people; only city in the United States owning a steam railroad (the Cincinnati Southern), 335 miles in length, leased to the C., N. O. & T. P. R. R. Leads the world in the manufacture and quality of machine tools; only city in the United States owning a University; leads the world in the manufacture of wood-working machinery; has the largest soap factory in the world; has the largest and most complete bottle factory in the world; leads the world in the manufacture of prisons and ornamental iron; has the largest factory in the world devoted exclusively to the manufacture of washing machines; has the largest office furniture factory in the world; center of the largest soft coal producing fields in the world; has the largest tannery under one roof in the world; has the largest leather supply house, and largest harness factory; has the largest trunk factory in the United States; ranks first, also, in the manufacture of acids, bookcases, field musical instruments, playing cards, printing inks, laundry machinery; has the honor of holding the first industrial exposition; United States Weather Bureau was started through its efforts; has a greater variety of factories than any other city in the country; is a rapidly growing automobile factory center; ranks third in the manufacture of "tailor-to-the-trade" clothing; is the greatest lithographing center in the United States; has the first and largest compressed yeast factory in the United States; has the largest piano factory in the Middle West; ranks second in the production of women's cloaks and men's caps; is a leading shoe manufacturing center; ranks third in the manufacture of jewelry; is the largest center in the United States for the manufacture of copper

stills and appliances; ranks third in the manufacture of street cars; is the leading market in the country for medium priced clothing; leads in the export of special pianos built in special designs for tropical and other countries; is the center of the greatest carriage producing district in the country; is the largest distributing center for whiskey in the world; more fruit and vegetables are shipped through the Cincinnati gateway than to any other market, excepting only New York; is the father of baseball, the great national game having been born here nearly half a century ago; has the second largest factory in the world for manufacture of baseballs and baseball supplies; leads in the production of cigar boxes.

First suspension bridge in the United States was built forty years ago across the Ohio River, connecting Cincinnati and Covington, and is still one of the largest and finest bridges in the world.

Cincinnati is the tenth metropolitan city in the United States, with a population, according to the latest census bulletin, of 563,804.

Quoting the words of the President of one of the largest railroad systems in the South, will say: "I believe that the future development of Cincinnati will be largely in connection with the South. This splendid region, to which Cincinnati ts the leading and principal gateway, has an area of 800,000 square miles, and a population of more than 30,000,000. It is a region rich in developed wealth, but really richer in undeveloped resources." Another authority says: "The South's opportunities for development, in almost every line, are unsurpassed." We of the South realize that it is only a question of time when our section of the country will rank ahead of all other sections in the items of production, transportation and commercial importance.

It was some time in the early seventies that the Erie in reaching out for greater tonnage and revenue, and, possibly with prophetic eyes, dimly perceived the future greatness of Cincinnati, and the further fact that it would logically and ultimately become the gateway to a great, wealthy and inexhaustible section of the United States, perfected traffic arrangements with the Atlantic & Great Western Railroad, which enabled it to reach Dayton, within a stone's throw of Cincinnati, and "the promised land," and there connected with the Cincinnati, Hamilton & Dayton Railway. Through these two roads it reached Cincinnati.

Commodities, raw and manufactured, of all kinds and descriptions are rolling into, through and out of Cincinnati daily, seeking every point of the compass for barter and exchange.

It would be exceedingly interesting information were we able to give you some idea of the volume of tonnage originating at or destined to Cincinnati, but this is impracticable. At one time this amounted to about 10,000,000 tons per annum, of which the Erie Railroad carried 12% of the eastbound originating at Cincinnati, and from the east to Cincinnati proper, about 6%. From December 1st, 1911, to June 1st, 1912, the Erie Railroad has shown substantial increases per month over the corresponding month of 1911, but what per cent this would be as compared with the 12% of several years ago, we cannot say, for statistics are no longer compiled. However, the tonnage originating at Cincinnati has greatly increased, because of the systematic efforts its merchants and manufacturers have put forth to build up its capabilities and enhance its reputation at home and abroad.

In the industrial districts 100,000 people are employed, whose labors annually yield products worth $250,000,000. To secure a goodly proportion has been, and is still "our bounden duty," and while we have been beaten to the ground at times, we catch our breath, lift up the banner of the Erie Railroad and with its trade mark emblazoned upon its folds, go into the thickest of the fight determined to win.

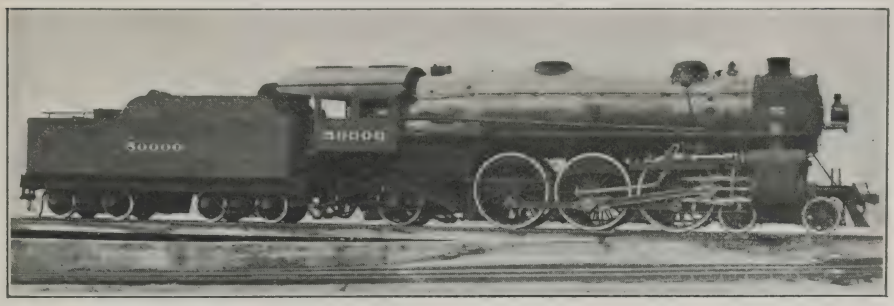
Mr. Morse has jurisdiction over territory as follows: Ohio-Cincinnati and suburbs within switching limits; all points on C., H. & D. R. R., Hamilton and south thereof.

Kentucky—Bellevue, Brent, Covington, Dayton, Latonia, Ludlow, Newport.

AN ERROR CORRECTED.

In last month's Magazine there appeared on page 548 an article whose caption was "Jamestown's New College."

The name Cambridge Springs should have been used, as the Polish College is located at the latter place, having been formerly the Hotel Vanadium.



ERIE'S LARGEST PASSENGER ENGINE, NEW NO. 2509, CLASS K-3.

ERIE ENGINE NUMBER 2509.

A few months ago there appeared upon the New York Division, a large engine bearing upon its cab and tank the number "50,000." This was the builder's number, and it typified the 50,000th engine built by the concern that turned it out.

This engine was subjected to a severe tryout to test its worth, and was hooked up to such good trains as 5 and 6 between Jersey City and Port Jervis. The performances were watched and reports made; the result was that this large and capable engine is now the property of the Erie Railroad, the purchase having been made on September 11th last. It is still in commission on trains 5 and 6. The number has been changed to 2509 and known as Class K-3.

Wherever seen on the Erie Railroad, engine 2509 has created a great deal of comment, as well as curiosity. Its tremendous size at once impels a desire to investigate, and the closer the investigation, the greater the admiration, for engine 2509 certainly is in a class all by itself.

This engine is a product of the American Locomotive Company, which has built many engines for the Erie Railroad. Desiring to determine the limits to which the efficiency and capacity of a passenger engine of standard wheel arrangement could be developed without exceeding conservative weight limitations, this company designed and built at its own expense the above engine, which in its own field of service marks as striking an advance in locomotive construction as did the mountain type of the Chesapeake & Ohio. Maximum sustained capacity per unit of weight was the object of the designers, and advantage was taken of the latest approved developments in locomotive design and of fuel-saving devices. It embodies the latest knowledge of proportions and improvements in the design of details, combined with the use of the very best materials obtainable.

Engine 2509 was built with a free hand, so far as the American Locomotive Company was concerned, as it was entirely untrammeled by any outside specifications, or the necessity of conforming to any railway's existing standards. This enabled the builders to embody their ideas of the best locomotive engineering practice. It is probably the first instance in the history of American locomotive development in which locomotive builders on their own initiative and at their own expense have constructed a locomotive—not to introduce a new principle—but to secure information as to the maximum possibilities in economy and capacity inherent in already accepted principles with the view of advancement of locomotive design. As might be expected, the design incorporates a number of innovations, several of which have, even in a short time which this locomotive has been in commission, proved to be so great an advance that they have already been applied to other locomotives built by this company, and can now almost be regarded as standard practice.

An idea of the size of engine 2509 can be gained by observing the following figures concerning its parts:

Total weight	269,000 lbs.
Type of boiler	Conical
Steam pressure	185 lbs.
Diameter drivers	79 in.
Tractive effort	40,800 lbs.
Diameter at front	76⅜ in.
Largest diameter	87 in.
Firebox length	114 in.
Firebox width	75¼ in.
Grate area	59.75 sq. ft.
Tubes, number	207
Flues, number	36
Tubes, diameter	2¼ in.
Flues, diameter	5½ in.

Tubes, length .....22 ft.
Total heating surface.....4.048 sq. ft.
Superheater heating surface.897 sq. ft.
Equivalent heating surface...5.394 ft.

"Maximum power per unit of weight" was the object of the design of this locomotive. It has developed in actual service 1 horse power for each 121.4 pounds total weight. Twenty-five per cent more efficient than the ordinary Pacific type locomotive.

THE BOY AND THE RAILROAD.

Yes, light was my heart, in the days of my childhood,
When dwelling o'er day dreams, that come to a boy;
The double-track railroad, that ran through the wildwood,
The engine's loud whistle, that thrilled me with joy.
Ah, those were the days, when a bright thought stole o'er me,
Impelling ambition, the future to plan;
I saw in the great game, promotion before me,
If I could become, just a plain railroad man.
The swift-running railroad, the metal-bound railroad,
The double-track railroad, that runs through our town.

I knew all the trains, that made stops at our station,
I knew by the hour, whether on time or late;
I knew all the crews, as I knew a relation,
The boys of the fast lines, the boys of the freight.
Ah, me, what a longing—an infinite craving,
Came into by being, and worked in my brain,
In dreams oft I pictured myself the way paving,
To the lightning express, as the boss of the train.
The swift-running railroad, the metal-bound railroad,
The double-track railroad, that runs through our town.

The blue-clothed conductor, the engineer smiling,
The man who tossed baggage, the brakeman who yelled;
Yes, these were the jobs, my young spirit beguiling,
All other vocations, completely dispelled.
And now, ten years later, I find myself firing;
My dad is a runner, and I am his son;
A chip o' the old block, I'm plainly aspiring,
To sit on the right side, and run a K-1.
The swift-running railroad, the metal-bound railroad,
The double-track railroad, that runs through our town.

From this small beginning, I find myself rising,
And swelling with pride, like the corn on a cob;
While awaiting promotion, it's really surprising,
To see how I'm sitting, up close on the job.
And when I'm a runner, I'll sure be a dandy,
Right into the work, will I put my whole soul;
I'll keep up repairs, for with tools I am handy,
And know how to use water, oil, waste and coal.
The swift-running railroad, the metal-bound railroad,
The double-track railroad, that runs through our town.

A. W. M.

"OLD RELIABLE," OF COURSE.

A person interested to learn the greater number of commuters carried daily into New York City by any one railroad, wrote *The New York Times* for the information, and received it promptly. Following is the question and answer:

H. M. S.—Can you give me information as to which of the railroads carries the greater number of commuters daily in and out of New York City, exclusive of the Hudson and Manhattan tunnel. If not, can you direct me to where to obtain the information? I have wagered that the Erie system carries more commuters than any of the others.

The Grand Central Terminal is the funnel through which the heaviest stream of commuters pours daily, but as this station receives the traffic of both the New York Central Lines and of the New York, New Haven & Hartford, the statement hardly answers your question. The Erie officials believe that their road handles a larger daily average of commuters than any other single system entering New York. They put the average daily figures at 46,000.

Self-possession is nine points of the lawyer.

PADDY GORMAN'S CHRISTMAS EVE SURPRISE.

PADDY GORMAN was the old crossing flagman who guarded the dangerous highway at Spudds on the A. O. T. Railroad. He was a noted character in the little community and was very fond of the children of neighbors, who had occasion to cross the tracks every school day, and they all had a pleasant word for the old man as they went by.

Farmer Unyon, who owned and cultivated the forty acres adjoining the modest home of Paddy Gorman, had a little daughter, who was one of the band of children that passed Paddy's shanty every school day, and the old man was particularly fond of her. It was his wont to stop her on the way home from school and tell her amusing stories of his early life in Ireland, and he never lost an opportunity to work in everything he remembered about fairies, hobgoblins, banshees, elfs and the rest of them.

These stories, of course, had a thrilling effect on little Miss Unyon, and as they gradually evoluted through her mind she became fearful of dark shadows, and always increased her speed when on the way home when nightfall was drawing nigh.

The day before Christmas was the last day of school before the holidays and Paddy was sitting in front of his shanty smoking his cob pipe, for it was one of those June-like days to which we are accustomed, just before the "Green Christmas makes a fat Churchyard" season arrives.

Paddy was watching one way for the approach of wagons and up and down the track for trains. There was nothing in sight on the highway, or either east or westbound on the railroad, but Paddy's eyes were wide open just the same, for with him the habit of watchfulness had become chronic, as a result of forty years at the highway crossing at Spudds.

The shadows of evening were beginning to envelop the earth; the remaining birds of a long delayed season were flocking in the dense wood opposite Paddy's flag shanty, and a vagrant squirrel or two were scampering among the dry leaves. Through the bare branches glimpses of gray color could be seen; it was a true picture of late afternoon in winter, minus snow and the chill that accompanies the dead season.

That afternoon school was not dismissed at the usual hour; Miss Mallory, the schoolmarm of Spudds, had arranged a "Special Holiday Program" for her scholars, and running it through delayed closing until near 5 o'clock. The children hustled home as fast as possible, for they had visions of hanging up stockings and all that goes with the beautiful Santa Claus sentiment.

As the band of laughing children ran across the tracks, looking in both directions, Paddy spied little Mandy Unyon and he stopped her with the avidity of a farm wagon, when he saw a train approaching.

"Me little fairy, this is Christmas eve," said Paddy, "and it's th' besht av all sasons, so it is." Mandy, scenting another story, drew closer to the old man, and as he seated himself on the long bench by the shanty, cuddled up near to him, and then he lifted her into his lap.

"Every Christmas eve," Paddy went on, "in th' ould counthry, th' fairies come down from th' mountains, and they stales ivry little gurril that stays out afther th' burrds goes t' roosht." "Don't they steal the little boys, too," asked Mandy, very seriously. "Indade they do not," replied Paddy, with much earnestness. "Well, why don't they?" queried Mandy. "Becase," said Paddy, "th' fairies have no use for bad boys, so it's only th' gurrils they stales."

Mandy began to be frightened, and Paddy noticing it, said, "Niver fear me little fairy, divil th' wan o' thim'll hurt yez, not while I have yez near me." "But," Mandy continued, "do the boys dare to go out after dark on Christmas eve in Ireland?"

"Oh, indade they does," said Paddy, with a merry squint in his left eye. "Faith they goes out long afther dark, and th' divil knows phwat they do be doin'; if it's not scarin' someone t' death wid their rowdy goins on."

"Well, what do they do, Uncle Paddy?" asked Mandy, rising to the occasion. "Sure th' divil only knows phwat they don't be doin', and it was meself that knows it t'me sorrow. Wan night Christmas eve th' sphalpeens goes t' th' barn, and what does they do but get a pumpkin, and afther takin' th' seeds out, they makes eyes, a mouth and a big nose on it, and then puts a candle in it, and hangs it on a gate post ferninst me home, and whin I spies it, oh, sorrah the bit, but I fell t' th' ground wid fear."

"I never heard of such bad boys," said Mandy, and she looked all around her to see that no such thing was about the shanty.

Never did a child travel faster than Mandy, as she hopped off Paddy's lap and started for home. She looked on both sides of the road as she ran, and Paddy had to laugh as he watched her until she was out of sight.

When Mandy reached home, she told her mother about the stories of fairies that Paddy had related to her, and she noticed that her older brother was greatly interested in what she said, especially about the pumpkin scare the boys in Ireland had put over on Paddy, but he said nothing and went on picking feathers from the big turkey, just as though Mandy hadn't opened her mouth.

On account of a derailment on the eastbound track, traffic was delayed, and the trains did not reach Spudds at their usual time, so Paddy's loyalty to the company prompted him to remain on duty until late, lest something might happen at his crossing.

It was close on to ten o'clock when the station agent at Spudds called at Paddy's shanty on his way home, and he stopped to tell the awful news of how extra 78 was derailed through running into a drove of hogs on the curve west of Widow Malone's crossing, and killed seven before the engine left the rails.

"Bad luck, bad luck," wailed Paddy. "It's always bad luck t' have a hog killed on Christmas eve, and God forbid that inything bad should happen t' bring sorrow to us on th' good t'morrow." Then Paddy sat down by the shanty, and as the half moon was sinking behind the woods a look of fear passed across his face. All the fairy stories he had told Mandy loomed up before him, and had the effect of adding to his misery. Finally he lost courage entirely and hied himself into the shanty, as though to get away from all the fairies, hobgoblins, banshees, elfs and the rest of them, with which he had filled Mandy's head.

The station agent on his way home met a lot of the village boys and told them of the suspicion Paddy had of something awful going to happen, on account of the slaughter of the hogs on Christmas eve. They nearly laughed their heads off, and, as the station agent disappeared in the darkness, he admonished them to behave themselves, so that ill luck would not befall them.

No longer or more lonely night could Paddy Gorman recall, than the one he was putting in at his lonely shanty. He dozed and awakened, and then dozed again, and many a train passed by without his hearing it, for the poor old fellow was in a bad way with fear. He was actually dreaming of fairies, banshees, hobgoblins, elfs and the rest of them.

While the nightmares were taking possession of him a strange thing happened. He was suddenly awakened by a rude hand, and as he started up and rubbed his eyes, he almost leaped from his stool.

"What's all the red bugs doing on the eastbound track?" a gruff voice demanded, and Paddy's face took on a look of despair and fear. The old fellow, looking through a maze of drowsiness, hesitated, and then recognizing the form before him attired in overalls, cap and jumper, with a big unshapely handkerchief about his neck, as a brakeman, exclaimed: "Begorrah and fhwats th' matter wid yez, is anythin' wrong?"

"Wrong," repeated the brakeman in a surly tone of voice. "Sure there is. You got a dozen red bugs on the eastbound, and nothing's in sight ahead of us. Extra 78 with live stock is being held, and three others behind her; wake up and get busy."

By the dim light of the brakeman's lamp Paddy stepped out of the shanty, and there before his eyes he saw a string of red paper lanterns, each illuminated with a candle. Hurrying closer, Paddy and the brakeman scanned them closely, and they found printed on them in rude letters such inscriptions as the following: "Compliments of Mandy," "This is an Irish Hobgoblin," "This is an Elf," "Look-out for the Banshee," "Did you ever see a Ghost"? "Say, Paddy, look in the woods." And there were several more bearing equally fearful inscriptions.

As the brakeman and Paddy were removing the obstructions, the conductor of extra 78 appeared from out the darkness and in a voice that betokened authority, yelled: "Say, for the love of Mike, what am I being held here for? Who put the red bugs on the eastbound?" "I don't know a thing about it," wailed Paddy with emotion. "All I know is that th' brakeman woke me up, and whin we got outside th' shanty we found th' eastbound alive wid red bugs, and th' divil such things did I ever see as was put on thim."

"You darned fool, don't you know that this is the work of boys?" said the conductor. "What are you scared about? This isn't Ireland and there are no such things as ghosts and hobgoblins. When I get to the end of my run I am going to report this, and someone will hear from it."

Paddy was thoroughly scared, and after extra 78 and the trains following her had passed, he reluctantly lighted his lantern and then his pipe, and headed for home. The village church bell was ringing the still hour of 12 and a few Christmas horns were welcoming Merry Christmas as the old man stole silently along the wooded road. The wording on the lanterns was uppermost in his mind, and he was so terrorized that he heard neither horns or bell, but when he reached his humble home, it was the happiest moment he had experienced in a year, and he slammed the door after him as though he saw a hobgoblin about to grab him.

The railroad company sent out officers to find and arrest the perpetrators of the red lantern escapade, and they didn't have much trouble in locating them. Mandy's big brother and the boys the station agent had met on the road were the young scoundrels that made all the trouble for the railroad.

What did the company do to them? What could it do? They were just boys and meant no harm, beyond punishing Paddy Gorman for scaring little Mandy Unyon with his Old Country stories of mythical beings. The village Squire let them off with a reprimand, after telling them to never again play any tricks about a railroad, for it was a very serious offence.

When the holidays were over and school resumed, the same children crossed the tracks of the A. O. T. Railroad, and Mandy was among them. Paddy never said anything to them about the Christmas eve affair, and it was noticed he had no more fairy stories to relate.

All he would say to his neighbor's little girl was, "Howdy do, Mandy?"

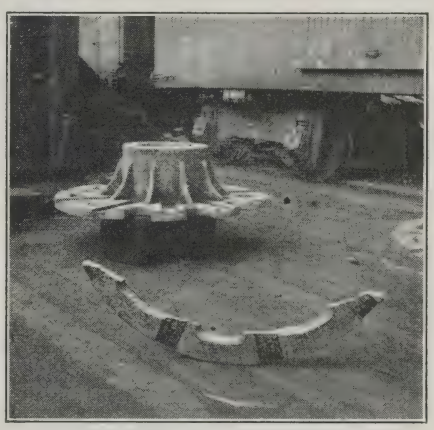
A. W. M.

SEASONING CAST IRON.

The accompanying picture shows a cast iron hub used on a twenty-foot mine fan which, after laying six weeks on a board bed, suddenly cracked and ejected a part of the rim some four feet, as shown.

There is no doubt but what this result was caused by unequal cooling, as it was the first one out of many that behaved this way. Francis W. Shaw, in the September number of "Machinery," explains this matter in a creditable way.

Every foundry man knows that badly proportioned castings, in which the metal cools at different rates, are subject to greater distortion than well proportioned ones, for when cold the stress in the parts which cooled first are particularly severe, since added to their own stresses are the stresses due to contraction of the last cooled parts; hence if in any way an equal rate of cooling can be induced, castings less internally stressed will result; when it is impossible to change the pattern or design, the moulder can influence the result by baring the thicker parts after solidification to the air first, while he still keeps the thin parts covered by sand.



CRACKED CAST IRON HUB.

The same rule applies to pulleys with thin rims, for he can cast in proximity to the thin parts, masses of metal to retard the cooling. Stress can also be avoided on lathe beds by planing both sides, but seasoning must be resorted to in all cases where it is impossible to change the design.

The photograph, from which above picture was made, was furnished by Mr. W. S. Haines, master mechanic at the Erie's Dunmore, Pa., Shops, the casting having been produced in the Dunmore foundry.

The fellow who doesn't amount to much loses no time in letting us know it.

THE Old Man not only had on his thinking cap, but he had something to say on a subject connected with railroading, that is one of the most vital features of the industry.

He had FLAGGING on his mind, and, judging from the way he handled the subject, it was apparent that he knew the great importance of this feature of the service, and how flagging should be properly done.

Gaffney, of course, was in evidence, but it was not his inning; he really was present at the Old Man's invitation, that he might learn a few things of real import, and he had little or nothing to say.

"A conductor is an important factor when it is necessary to send out a flag," said the Old Man with emphasis, "and not merely the man in charge of the train. He should know POSITIVELY that his flagman is out the proper distance, and not assume that he is. No matter how old and experienced the flagman may be, or if his record shows no failures, the conductor is the responsible person and should ALWAYS be certain that his flagman is out the proper distance. I say this because my attention has been directed to more than one case when conductors have failed to know, and have trusted to luck and the flagman's general reliability.

"I have known other instances where conductors have seen their flagmen start back, but did not remain and see that they went back the required distance; they merely took it for granted that they did. The conductor who saves the day is the one that ALWAYS KNOWS.

"It is unwise for a conductor to assume that his duty ceases when he collects all tickets. Conductors are not dummies that work automatically and always one way. They are the men that, being responsible for the train, are the thinking heads and should know every minute of the time that their train is protected by a flag, when a stop is made outside a yard limit. The Erie Railroad does not compensate conductors for their ability to collect tickets, but for running trains intelligently and being sure that they are at all times FULLY PROTECTED by a flag, when one goes out. A clerk could collect tickets if that were all that comprised a conductor's duties. The fact is that collecting tickets is the least of the responsibilities imposed on a conductor.

"Imagine one of our conductors not having his wits about him all the time, anticipating some one of the many things that are liable to happen to his train, when quick action is required. Not only proper flagging is part of his duty to look after, but he should know that his flag is out the prescribed distance in the event of a sudden break-down to some part of his train. A conductor should be on the alert and thinking of the inevitable—he should think, even for those comprising the crew, for things often occur which no human being has the power to prevent—sudden illness, for example, and a conductor should always be prepared for this kind of unexpected visitation.

"The experience of having flagmen that ASSUME nothing is following close behind his train, which seems to justify him in going back but a few yards, especially if he is on a straight line, and then finding that something IS coming when it's too late to stop it with a flag, is one that all railroads have had to their sorrow. This couldn't be, if the conductor was doing his full duty.

"A good rule to follow is that a flagman may not go back to protect his train, rather than that he does. A conductor that assumes that, will know positively that his train is pro-

tected, for he will see to it that the flag is all the way back.

"If work is the price of success, then the successful railroad man is he who carefully observes what goes on and corrects faults as he finds them. Real successful railroad operation is guaranteed when every man comprising a train crew is maintaining a vigilant lookout for the possible errors that occur, rather than to remain placid and assume that all are performing their duties.

"I would like to make a brief reference to the fallibility of man," said the Old Man, as he crossed his legs and leaned back into an easier position, while Gaffney sidled up closer. "It seems to be human nature for one man to assume that another will perform his duties, in case of his failure to perform them himself. It is a very bad weakness and one that has to be met by heroic action. If one member of a train crew fails to do a certain duty as he should, he is liable to say to himself, "Oh, if I fail to do this, someone will discover it and do it for me."

"That's a fatal principle to work on," said the Old Man, "but there's where the vigilant conductor becomes a factor. He will prevent an accident in spite of the recklessness of one member, or every member of his crew. The thoughtful and willing trainman is the one that keeps himself and the Company out of trouble, and every trainman on the Erie should keep this in mind.

"Many illustrations might be given of this feature of train operation. I recall one incident that illustrates my idea nicely. An engineer had to draw his fire between stations, because he carelessly failed to look and see if he had a tank of water before leaving the terminal. He gave as an excuse that he thought the fireman had attended to it for him, and the fireman thought the engineer had attended to it. This was a beautiful case of one trusting to the other, and the result is apparent to every railroad man who reads this.

"When a trainman is discovered attending to something that doesn't concern him, when he should be concerned with his train duties, it is fair to assume that sooner or later his indifference will lead him into a serious accident. From the time a trainman goes on duty until his run is finished, there is something to observe EVERY MINUTE, and success comes only to those who work on this principle. On the Erie Railroad there are any number of trainmen that have grown gray in the service, and their records are free from notations of suspensions and reprimands. These are the men who were "On the job" every moment they were on duty, AND THEY SUCCEEDED."

Gaffney listened with grave attention to what the Old Man said, and he retired from the official sanctum with a broad smile, after hearing more cold truths spoken, than the Old Man had enunciated in many an interview.

APPLES ALONG THE ERIE.

It is pleasing to the vision to look upon fields of golden grain and other products of the soil, but nothing pleases one more than to see apple trees burdened with a harvest of ripe fruit.

This is apple year along the Erie Lines, and the crop is enormous. The Empire State has produced a bountiful crop, and with the farmers it seems to be a case of how shall we market them?

It was noticed that the orchards were hanging heavy with prime fruit, while heaps were piled on the ground awaiting some way by which they could be disposed of. Along the Buffalo and Rochester Divisions, at least, there must be a shortage of barrels; either that or else there are so many apples that it does not pay to barrel them.

It was said that the cider mills could not work any faster, and, if they could, barrels to hold the product were not obtainable, all of which makes the situation somewhat paradoxical.

At any rate, loading apples in bulk is in fashion this plentiful season.

On the Rochester Division not less than 37 Erie coal cars of 40 tons capacity were seen one day loaded with apples billed for shipment. This, of course, does not mean that each car held 40 tons of apples, but refers to the coal carrying capacity. The picture was one that surprised many who saw apples loaded in that way, and the question naturally arose, I wonder if apples will be low in price this winter? and how about the Thanksgiving and holiday cider?

There are some splendid farms and orchards along the Erie, and between apples and celery, which are among the large shipments at this season, there is some business in the produce line.

THE ERIE ROLL OF HONOR

B. Witzenbocker, Operator, New York Division.
F. A. Eglinger, Operator, New York Division.
W. H. Hector, Engineer, New York Division.
C. C. Millham, Brakeman, Delaware Division.
J. E. Van Atta, Brakeman, Susquehanna Division.
W. J. Masterson, Agent, Susquehanna Division.
J. P. Jackson, Brakeman, Wyoming Division.
L. A. Keller, Yard Master, Cincinnati Division.
R. O. Robinson, Brakeman, N. Y., S. & W. Division.
George Griffith, Brakeman, N. Y., S. & W. Division.

While train 672 was passing "Z. Y." tower on the New York Division, B. Witzenbocker, operator, discovered a brakebeam dragging beneath Erie car 110,020, and took prompt action in having train stopped and beam made safe, before an accident resulted. For this interest in the Company's business, Witzenbocker has been awarded a credit mark.

On a recent occasion while F. A. Eglinger was on duty at "S. F." tower on the New York Division, he was on the lookout as train extra 1674 was passing, and discovered a dragging brake rigging under car, and took prompt action to have train stopped, when defect was remedied before a serious occurrence resulted. For this loyal service a credit mark has been added to his record.

While in charge of engine 2511 on a recent date, which was hauling train 2 on the New York Division, engine had a broken link saddle at Tuxedo and link shifted out of place. Notwithstanding this defect, Engineer W. H. Hector, who was in charge of engine, succeeded in bringing train to Jersey City on time. For this skill in handling the situation successfully, Hector has been awarded a credit mark.

A credit mark has been added to the record of C. C. Millham, brakeman on the Delaware Division, for efficient service rendered the company. He discovered a broken flange on Erie car 25056 in train extra 1530, west, at Glen Eyre, on the Wyoming Division, and reported same in time to avert a possible accident.

J. E. Van Atta, brakeman on the Susquehanna Division, has been awarded a credit mark for meritorious service on a recent occasion. While riding on Number 26's engine he discovered the carcass of a cow lying on westbound track, two miles east of Smithboro tower, and took prompt action to have 26 stopped, when, with the assistance of train crew, removed the obstruction from the track out of the way of train 445, which was the next one due.

A credit mark has been awarded W. J. Masterson, agent at Barton, N. Y., on the Susquehanna Division for discovering a bent axle on car in train extra 1618 as it passed station, and reporting same to dispatcher, who took steps to have car inspected and switched out.

A credit mark has been awarded Brakeman J. P. Jackson of the Wyoming Division for discovering a broken flange on wheel of car, Erie 51352, in train second 46 at Lackawaxen, Pa., and reporting same in time to prevent a possible accident.

L. A. Keller, night yard master at Marion, Ohio, on the Cincinnati Division, has been awarded a credit mark for the performance of unusual and conspicuous duty in the Company's behalf. On a recent night a tank car loaded with fuel oil for company's use lay on track opposite storage tanks and had not been disconnected. Later other cars were switched against it with force enough to break the connection and the oil began to flow. The odor of escaping gas was then detected. One of the men with a lighted torch went out to investigate, when the oil became ignited. Mr. Keller saw the situation and went in promptly with engine and coupled on to the burning car, dragging it away from the round-

house and machine shop. While performing this duty his clothing took fire and the men from roundhouse were obliged to turn the hose on him to extinguish the flames. The burning car was pulled away and both buildings saved, the only damage resulting was that to car, and loss of oil. Superintendent Woodruff wrote Mr. Keller a letter, thanking him in behalf of the Company for his gallant act.

While R. O. Robinson was acting as brakeman on the Wilkes-Barre & Eastern Division of the N. Y., S. & W., he was looking over his train at Rinkers, when he discovered a cracked wheel on Erie car 42717, and had car switched for a new pair of wheels. For this good service he has been awarded a credit mark.

On a recent occasion, while acting as brakeman on train 204 on the WilkesBarre & Eastern Division of the New York, Susquehanna & Western, George Griffith discovered Erie car 49071 standing in track 4 at Ash Gap, Pa., with coil bearing springs missing from east end, and car resting on wheels, unsafe to run. For his keen observation and prompt action, Griffith has been awarded a credit mark.

DEAR OLD CLEVELAND BOY.

Attached to the Cleveland shops is an old faithful of the name of George Westall, whose title is foreman of laborers. He is an Erie man more than anything else, for he is never tired singing the company's praises and doing all he can to promote the Erie's welfare.

To know Mr. Westall is to become fond of him, because he is a man of intelligence and versatility, and as honest as the rising sun. He is tall and lean, with an eye that contains a penetrating gaze; and he is as sharp as he looks. One to see him going about the shops and yards at the big Boyden plant would think his mind was entirely riveted on the game of everyday work, but that pertains only to the hours of toil, and then his thoughts turn to other things.

It may be stated that it is he who writes the interesting items that appear with unremitting regularity in this Magazine under the caption "Cleveland Shops," and they are among the most readable items that appear under the general head line "From Correspondents Along the Line." They cover the entire shop plant and nothing worth sending in escapes his eagle eyes. While not as funny as Fred Piske, the Bill Nye of the East Buffalo Machine Shops, still he has a way all his own of putting ginger in his offerings.

Mr. Westall is an old timer at Cleveland, but never mind how long, his face tells the story eloquently. He is very strong on the new pension plan, that the Company is trying earnestly to make a success, with the cooperation of the men, and he talks it both ways, and from centre to circumference, as it were, and never tires. Those who doubt or do not understand it clearly, should talk with George.

GEORGE W. WESTALL.

He is somewhat of a writer, too, not only being a contributor to daily newspapers, but has won money prizes in competitions. He writes lyrics cleverly, and a recent song of his, that was approved for publication, has been sung in public with success and with pleasure in many a Cleveland home. All the boys should be singing it.

Everyone about the shops likes George, even though he does occasionally "put something over on them," when he dips his pen in ink.

The more you think of money, the more you miss true riches.

ERIE EMPLOYES' RELIEF ASSOCIATION.

THIS Association has long since passed the experimental stage, and its future success is assured. On the first of November nearly 4,300 applications for membership were on file in the secretary's office. The months of September and October each show over $5,000 per month income, and new applications for membership are coming in very rapidly, which, of course, will materially increase the income of the Association.

The board of directors passed on all applications for a pension which were on file at their regular meeting in September, and twelve members were ordered placed on the pension roll. Pension number 1 was given to the widow of the late Patrick Sullivan, a former section foreman at Forestville, N. Y., who held a certificate in Class B, and based on his term of service would have been entitled to $30.00 per month at the time of his death. His widow will receive one-half of this amount, which will give her $15.00 per month the rest of her life without any further payments on her part. One other widow's pension was also granted. Of the twelve persons who received their first month's pension in October, two were widows, four were retired on account of reaching the age of 70 and six on account of being permanently disabled through various causes.

The action of the association in shutting out all employes whose age exceeds 55, from membership, is sure to strengthen the standing of the association financially. The present employes have had since December 17, 1911, to join, and during that time any person less than 70 might become a member. It is likely that the Constitution will be further amended at the next meeting to shut out from membership any employee whose age exceeds 50.

The result of the ballot on amending the Constitution, was the adoption of all proposed amendments and new rules, as over 90% of the persons who sent in ballots voted in favor of all of the changes. It will be some little time before the new constitutions can be printed, which will give these changes.

Any employee whose age is less than 55 is certainly making a mistake in not forwarding an application for membership while there is an opportunity, and before any additional restrictions are placed on the qualifications for membership. If you cannot find an application blank, a postal card directed to the Erie Employes' Relief Association, Salamanca, N. Y., asking for blanks, will enable the secretary to furnish them to you direct.

KICKS ON THE GRIDIRON.

"Don't hit him with that,
It's got a nail in it."

On Saturday, November 23rd, a football game took place at Carlton Hill, N. J., between the General Freight Department Team and the Erieralcoms, a team composed of employes of various departments.

A sharp wind was whipping across the hard field and fleecy clouds were racing across the sky. Snap was in the air. The great throng was shivering and waiting in anxious expectancy for the game to begin. Autos dashed up to the gateways, deposited their gay, excited occupants and whisked away again; bands blared.

Suddenly a great, deep roar shook the stands, the gates at either end of the field were flung open and the players were trotting out upon the field.

Both teams quickly lined up and went through a snappy fifteen minutes' signal practice. At three o'clock sharp the referee's whistle shrilled and the big game was on.

We exceedingly regret to state that details of the game cannot be furnished, as our reporter (a gallant man), foolishly got in the way of the first rush of players and was put to sleep for the rest of the day. Nevertheless the score speaks for itself:

	1st quar.	2nd quar.	3rd quar.	4th quar.	Final score
Erieralcoms..	6	6	6	0	18
Freight Dept.	0	0	0	0	0

VICE-PRESIDENT WALLACE.

Mr. R. H. Wallace, general passenger agent of the Erie Railroad Company, was elected first vice-president of The Traffic Club of New York, at the annual meeting held November 26th at the Alpine Club, 209 Fifth Avenue, New York City. There were 700 club members present, and an informal dinner and cabaret entertainment followed.

ORDER OF THE RED SPOT.

December Membership.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Hagerty	W. H. Decker
100	J. H. Mallon	W. Walters (days)
	N. Biggs	T. J. Walls (nights)
117	T. Harrington	W. Cook
470	A. J. Dillon	E. Ritter
473	J. H. Hopper	J. M. Soop
477	T. A. Cole	W. A. Skinner
480	T. Fitzsimmons	B. Sweeney
508	B. Walsh	M. J. Gee
515	H. S. Robertson	J. J. Morrison
517	D. J. Ackerman	E. J. Brower
526	W. G. Cole	A. Canfield
591	J. O'Brien	G. Casterline
598	J. Walker	O. D. Carpenter
610	M. G. Broas	
793	H. W. Smith	A. DeMott
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	F. M. Ferrell	T. Jackson
824	C. Voorhis	W. F. Steppler
825	I. Hasbrouck	J. L. Weir
826	G. Wallace	J. H. Winters
831	T. Duffy	E. G. Jacobus
833	J. J. Carpenter	J. L. Kartnick
840	M. White	W. A. Ward
842	E. M. Saunders	S. A. Ballard
848	G. McKinnon	L. Axford
850	W. VanDine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
937	H. N. Palmer	W. H. Pope
938	H. C. Radcliffe	H. E. Connelly
939	A. Davis	E. J. Mulhall
940	C. Caskey	S. K. Carpenter
950	A. Garrabrant	J. McCarthy
954	A. Van Noye	J. A. Casey
955	D. O'Brien	F. Knarich
957	F. Saier	W. L. McMahon
959	Extra	
961	W. Cunneen	T. Connelly
963	C. F. Handy	A. Knarich
964	G. H. Beatty	W. A. Johnson
965	H. L. Sarvent	F. W. Cole
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
974	J. Donnelly	C. L. Fowler
1014	C. Landmesser	J. F. Redner
1071	J. Knaub	
1455		
1837	A. O. Roberts	F. E. Wood
1838	W. F. Balmos	M. Piatt
1839	W. H. Bolkcom	B. T. Miller
1846	W. C. Coleman	
1859	W. Hicks	
1863	A. H. Barley	W. J. Decker
1868	R. E. Moore	K. J. Bennett
1872	E. H. Hector	W. Brown
1878		
1880	F. Beatty	H. Paffenrouth
1883	D. Brahaney	[illegible]
1885	J. Fitzgibbons	J. G. Merkenschlager
2503	J. Downs	G. Ruegger
2015		
2561	E. Outwin	J. Rooney

N. Y., S. & W. Division.

Engine		Fireman.
23	Nixon	A. C. Oakley
9	Marean	M. Scott
	Cox	A. Dorman
10	Mann	G. A. Houser
	Cox	A. Dorman
21	Eldridge	M. V. Laden
24	Pollison	J. A. Lawler
	Potter	Wm. Woodward
25	Klopman	J. Anderson
91	Gannon	A. Collins
	Nally	C. P. Mann
113	O'Brien	W. A. Meade
52	Darrohn	A. Heller
58	Jopling	J. F. Smith
57	Steele	B. L. Scott

GALION'S NEW STOREKEEPER.

S. J. Baumgartner has resigned his position as store keeper at this point, and will retire from railroad work, for a time at least.

After retiring from the grocery business he began work with the Erie in the early nineties and was placed in charge of the oil room. He advanced rapidly, holding various clerical positions, and finally was appointed store keeper.

Wm. Strasburg, assistant store keeper, has been appointed store keeper, succeeding Mr. Baumgartner.

Mr. Strasburg has held the following positions with the Erie: On Oct. 1st, 1903, he started as locomotive clerk and was promoted to clerk in the oil room, April 1st, 1904. On Sept. 1st of the same year he was promoted to assistant storehouse clerk. He was promoted to time keeper Sept. 9th, 1905, and piece work time keeper Nov. 1st, 1905. He became assistant store keeper Nov. 1st, 1908, which position he continued to hold until Nov. 1st, 1912, when he took up his new duties as store keeper.

WILLIAM STRASBURG.

We all join in wishing Mr. Strasburg success in his new position, which promotion he richly deserves.

THE STOVE COMMITTEE

APPOINTMENTS.

New York Division.

Harold Knight, division engineer, vice R. C. Falconer, transferred.

Allegheny Division.

Joseph W. Foote, division engineer, vice Harold Knight.

N. Y., S. & W. Division.

Arthur B. Caldwell, division engineer, vice Joseph W. Foote, transferred.

Meadville Division.

William Knight, promoted to chief train dispatcher.

Buffalo Division.

W. A. Condon, joint agent, Erie & International Railway Co., at Lockport, N. Y.

Cincinnati Division.

J. I. Montgomery, agent at Dayton, Ohio, vice E. H. Guthridge.

Passenger Department.

D. C. Colburn, joint ticket agent at Binghamton, N. Y., succeeding J. A. Dunbar, deceased.

Smith Lyons, ticket clerk at Elmira, N. Y., promoted to ticket agent at Corning, N. Y., succeeding D. C. Colburn.

Legal Department.

Mr. Duane E. Minard, an assistant general solicitor, with office at 50 Church Street, New York City.

Mechanical Dept.

Jersey City.

J. W. Askling, foreman machine shop, vice F. J. Wells, resigned.

Hornell.

C. Trampert, foreman car department at Hornell, vice F. T. Smith, transferred to Salamanca.

F. T. Smith, foreman car department at Salamanca, vice J. M. Martin, resigned.

W. H. Boag, assistant foreman car department at Hornell, vice J. J. Saunders, resigned.

Susquehanna.

James H. Fordyce, transferred from engine preparer to engine despatcher, vice C. W. Anderson, transferred.

W. G. Vogel, assistant foreman boilermaker, vice G. H. Stratton, transferred.

Galion Shop.

Wm. Strasburg, promoted from clerk to storekeeper, vice S. J. Baumgartner, resigned.

C. E. Crandall, transferred from assistant storekeeper, at Bradford, Pa., to clerk at Galion.

E. F. Barkle, transferred from piece work checker at Marion to clerk at Galion shop.

Huntington.

T. W. Walsh, night roundhouse foreman, vice Mr. J. E. Bush, transferred.

RAILROAD MEN TALK.

The third year of meetings of the Railroad Men's Improvement Society was opened Thursday evening, October 10th, at Trunk Line Rooms, 143 Liberty Street, New York City, with an address by Mr. Harrison Williams.

On October 24th short addresses were delivered by P. J. Reilly, A. J. Moran, W. J. Moody, A. P. Disbrow and B. J. Markwell. On November 14th meeting was addressed by Mr. W. W. Drinker, on November 21st by Mr. A. E. Ruffer.

The following gentlemen will deliver addresses during the season: W. S. Cowie, A. J. Moran, C. F. Case. W. S. Throop, J. C. Tucker, C. L. Chapman, C. McCloud and W. F. Allen, general secretary, American Railway Association.

The membership of the Society has materially increased this year, and the attendance at the meetings would seem to prove that this will be a banner year for the organization.

The address delivered by Mr. Ruffer on the evening of November 21st was one of the most interesting of the course. He went into various matters connected with the operation of the railroad and had the attention of the members throughout his address. As an Erie boy first, last and all the time, "Gus" is always a welcome visitor, and his fund of knowledge on transportation matters is a veritable storehouse of information.

WASTE IN BLACK SMOKE.

Every puff of black smoke from an engine represents so much money deliberately wasted.

Coal is a costly factor in railroad operation, and BLACK SMOKE originates from coal through improper combustion.

Perfect combustion eliminates smoke, which when consumed in the fire box, represents an ECONOMY, instead of an EXPENSE.

The real value of coal—its very vital value—lies in BLACK SMOKE, and it should be made to count in firing.

When BLACK SMOKE is allowed to pass through the stack, it represents WILLFUL WASTE, just as though the very coal itself were thrown away.

Every puff of smoke contains so much carbon and gas, which, when wasted, represents a direct loss of coal.

The willful waste of coal, through the emission of BLACK SMOKE, should be given earnest study, as a measure of economy.

Experts on FUEL ECONOMY disagree as to the loss entailed through the emission of black smoke from stacks of engines, but they do agree that it is ENORMOUS.

THE ERIE STANDS AMONG THE BIG LOSERS FROM THIS CAUSE. WILL ERIE ENGINEERS AND FIREMEN HELP TO LESSEN IT?

WHEN AN ENGINE POPS.

It represents a loss of about FIFTEEN POUNDS OF COAL per minute.

An ordinary observance of common sense will easily prevent it.

The RESULT will be a saving of coal, annoyance to a community, and the elimination of legal proceedings, that emanate from the authorities in every municipality, where the POPPING is allowed to prevail.

ENGINE POPPING, it is estimated, COSTS THE ERIE RAILROAD $169,979.04 per year.

Will all concerned apply the LOYAL FEELING by giving their hearty co-operation in trying to help the ERIE RAILROAD save coal and discontinue the unnecessary habit of allowing engines to pop?

CHRISTMAS ALONG THE LINES OF THE ERIE RAILROAD.

IN about two weeks after this Magazine goes out upon the road, the joyful Christmas bells will be ringing, green wreaths and holly will adorn the homes of good American citizens, and the season of good cheer and well wishes will be here.

The Christmas season is the happiest of the year; it is the season when little differences are forgotten, when the handshake seems the heartiest and the laugh the merriest; when even the blast of the tin horn seems to contain an element of harmony, whereas on the night of election it ranks among inventions that get on the nerves and rack them.

This Christmas season promises to be an unusual one throughout this dear old United States of ours. Bumper crops have brought the smile of contentment to the faces of farmers, and the railroads will get the long haul, when the breath from the frigid North freezes the waterways and makes rail traffic imperative.

Golden grain, we are told, is almost a drug in the market, there is so much of it as a result of the 1912 harvest, and this will enable the great West to garner gold from the land beyond the sea, which is ever ready to bid on all the grain it can produce. There have been monster crops of everything that is sent to bless mankind, and the fine state of California is distributing her production of luscious fruit as she never before distributed it.

A Presidential election has been fought and won, and the old party of Jefferson and Jackson has ascended to power. The promise is made that the present era of prosperity will be continued; that this may prove true is the wish of all good American citizens, no matter what their political affiliations may be.

A new year is about to dawn, and what it will bring to mankind is a matter of conjecture. We always hope for the best.

The present year, now drawing to a close, has been one of prosperity and contentment. Peace reigns and no war clouds hover over the land, and, better still, there are none within sight. This, in itself, is something for great rejoicing, particularly so when we reflect on the scenes of carnage enacted in the Far East.

But, Christmas along the lines of the Erie Railroad is the topic for discussion here. What kind of a Christmas is it going to be? The question should readily answer itself. Where prosperity prevails, happiness follows in the wake, and prosperity surely prevails on the "Old Reliable." From all quarters they are handing it to the Erie—not the "Glad Hand," the "Old Promise," nor the story of better days to come, but the real products of the soil, the factory and the work room. The stacks of industrial plants are emitting smoke all over the land and machinery in the hands of skilled labor is turning out products for which there is big demand, both here and abroad. A portion of this—a generous portion—is included in the tremendous traffic now being handled by the Erie, while the fast freights are being whisked over the rails, carrying live stock, meat, dairy products, silk, and last, but not least, the immense offerings of fruit from the sunny slopes of the big state of California.

Trains cannot be run without crews, and the added number that has characterized traffic on the Erie during the present year, tells of big "time" that the boys are getting in each month. It's the real story of the "Full Dinner Pail," that made such a hit as a campaign argument a few years ago, but there's no campaign in the present full dinner pail, other than the campaign of big business everywhere.

Approaching the Christmas season, we find business so good that a few more cars in which to load freight would be a blessing, and, aside from the fact that they are not available, which is deplorable, the Company is very strong on traffic.

For the past two years there has been something doing on the Lines West in the way of double-tracking, and at the close of the present year it is found that the work is being pushed with great vigor. The promise is that within the next two years the Erie will have a double-track line from New York to Chicago—then the rosy promise of many years—the "New Erie."

With big wages on the road, this is the time to sound the slogan of LOYALTY. At the approach of Christmas, when every man who has shared the big business earnings with the Company and has a dollar—or several dollars—to spend in making happy his wife and little ones, rejoices in the good times, and well may pray for a continuance.

WAS RETIRED AT SEVENTY.

Up to September third last, Joel Gould was on the roster of active Erie engineers, but when he reached the age of 70 years the Company's rules compelled his retirement.

Notwithstanding Engineer Gould's age, he is a man well in possession of all his faculties. It may be stated for the benefit of those that admire physical proportions, that Mr. Gould stands 6 feet 3 inches in height, and may be referred to as a "giant." Like most men of large physique, he has a kind disposition, and is always considerate of others. This is his record.

Born in Windham, Bradford Co., Pa., Sept. 3d, 1842, in a log house, living there until April, 1850. Moved

JOEL GOULD, Engineer.

on a farm in town of Nicholds, Tioga Co., New York. Worked at home until the fall of 1860, then went to work for A. Westbrook at $10 a month.

In the spring of 1861 went down the Susquehanna River on a raft, then came back and worked on a farm near Boston for $13 a month. On Sept. 11 went to Owego and worked at hauling logs, lumber and farming.

In the summer of '62 enlisted in Co. C, 109th Regt., N. Y. Vol.; served until the close of the war, then came home and worked on a farm. Was married to Marie Sisson Sept. 3, 1867. On Dec. 10, 1872, went to firing on the Del. Div. of the Erie, and on Feb. 10, 1879, was promoted to engineer. Transferred to Carbondale, Pa., on the Jefferson Division working on a pusher until Sept. 20, 1881. Went to pulling coal for twenty years.

Was married the second time on July 24, 1884, at Carbondale, Pa., to Miss Ellen A. Flanigan. In 1902 went to pulling coal between Carbondale and Forest City.

On the evening of Oct. 9, 1908, coming into Carbondale Yard, lost the collar off No. 2 rod pin. He knew where it came off, and when he went back to get it found two feet of water coming down the track, and, thinking that the track must be washed out, waded in the water up to Moore's Crossing, some of the time up to his hips. He was flagging one hour and forty minutes. The first train that came along had coaches for an excursion train for Niagara Falls and Toronto, Canada.

Knowing that the D. & H. fast freight, 69, was about due to leave the yard, he started down the D. & H. northbound track, and when several hundred feet down from Moore's he went down in his armpits in a hole that was washed out. He had a hard time to get out, and, when he succeeded, had no light to guide him, and was nearly drowned, but succeeded in getting down in time to stop the train. He caught the yardmaster and notified him of the washout, and he stopped the train and had it annulled, saving a wreck and all on the engine from being drowned.

For the past three years Engineer Gould has been on a switch engine in Carbondale Yard.

IMPORTANT ANNUAL MEETING

The annual meeting of the Erie Railroad Company Clerks' Mutual Benefit Association will be held on Wednesday evening, December 11th, 1912, at 5:30 P. M., at the office of the president, Room 274, 50 Church Street, New York City, for the purpose of electing officers for the ensuing year and to designate a date for the distribution of the accumulated funds.

The officers earnestly request all members of the association to attend.

A SYSTEM THAT PROVES AT AN ERIE CAR SHOP.

IT IS worthy of note that when the premises about a car shop or machine shop are kept in tidy condition, somebody is studying the interests of the railroad to which said premises belong.

No neater or more orderly yard exists on the Erie Railroad, than the car shop yard at East Buffalo, New York, where General Foreman McMillan holds forth, and that statement is not in any sense meant to reflect disadvantageously on any other car shop or machine shop on the Erie system.

The idea of always keeping the premises about these hives of daily industry, neat and orderly, is one that cannot be too highly commended. Two good maxims that cover the situation to perfection are: "Cleanliness is next to Godliness," and "A place for everything and everything in its place." In any business each or both of these can be applied with great benefit and profit to all.

The manner in which a storeroom of a great railroad is kept, is an example which could be followed with profit by the head of every car or machine shop. System is demanded in the storeroom, and is complied with; otherwise the thousand and one things in stock could not be kept in order, or it would be a case of continually trying to restore order out of chaos.

To have everything so arranged that one can place his finger on any one thing as desired, is complying with a system. This saves waste and wilful destruction, for when there is no stated place for anything then chaos rules.

Mr. McMillan, general foreman at East Buffalo, certainly maintains one fine yard, where the spirit of cleanliness walks hand in hand with a system, whereby every item used in the great work of repairing damaged rolling stock, can be located instantly. He has, to use a commonplace and expressive phrase, "got things down fine."

A stroll around the East Buffalo Car Shop Yard with Mr. McMillan furnished a practical demonstration of this. Everywhere you go in that yard there is something to impel admiration; new methods of creating further efficiency in performing work; for example, instead of unloading coal at a certain point and then conveying it to a more distant point for use, it is now carried direct to the storage bin, from which it is drawn for use. This saves useless labor and expense, not to mention a saving of room, and then coal that is exposed to the glare of the sun and weather loses a large per cent of its vitality, and that is an item well worth consideration, when the doctrine of ECONOMY is being so strenuously preached along the Erie Railroad.

Certain metal parts of different sizes and design that are used in rebuilding cars can be found in separate compartments in the open yard, instead of being placed in one vast pile like the flotsam and jetsam thrown on the beach by the ocean's waves. Over each of these piles is placed a sign painted in plain letters, and numerals, which tells just what the pile contains. This is so much better than throwing everything in one pile like so much scrap to be ransacked every time a certain part is needed, with a reasonable doubt of its not being there at all.

It was noticed throughout this yard that a system of "A place for everything and everything in its place," prevailed. It was explained that such a system made work much easier for the men, while the cleanliness feature made the plant more inviting. Not only that, but when material is piled systematically it effects a great economy of space, and space is what counts in a busy car repair yard, where men are liable to touch elbows while at work.

At present there is lots of work being performed at the East Buffalo Car Shops, and in the open. By having a system there is plenty of room for all. Asked how it all came about, Mr. McMillan replied:

"I learned a few things about system while filling the position of general foreman at the Kent, Ohio, Shops."

A SHREWD BRAKEMAN.

Recently one of our patrons lost an Erie Railroad 10-trip ticket, and it was found by an outside party, who was trying to sell it, when Brakeman Wm. McGraw happened to be near, and, realizing the ticket did not belong to the party, secured and turned it over to C. H. Huron, agent at Crown Point, Ind., thereby restoring ticket to rightful party or owner. Mr. McGraw is to be commended on his prompt action in this case.

LOOSE DOORS INVITE DEATH.

A Cleveland newspaper recently printed a story, which told of how a fireman of a connecting road met death through being struck on the head by a door swinging loose from a freight car.

At the time the fireman was looking out from the cab, when a freight train passed. On one of the cars was a loose door, which the fireman did not see, because it is believed duty directed his attention in another way. The door struck him on the top of the head, crushed his skull and death resulted.

This was a case where eternal vigilance was lacking. If the car had been properly inspected, the defective door would have been seen and placed in safe position, but the lack of vigilance on part of some careless person, cost the young man his life. He was but 22 years old, and it would not be an exaggeration to say that he was murdered.

A DUNMORE APPRENTICE.

In the series of biographical sketches and pictures of the Erie's bright young apprentices, it is the privilege of this Magazine to print herewith a brief sketch of Clarence T. Brundage, who is acquiring knowledge at the Dunmore Shop, together with two pictures showing him at work.

The first picture shows young Brundage boring a link hanger-brush, and

BORING LINK HANGER-BRUSH.

the second turning a flue roller body.

Clarence T. Brundage is a native of Dunmore, Pa., and after his swimming hole days be managed to squeeze through the sixth grade grammar course so as to be able to pass the regular prescribed course of the ERIE RAILROAD Apprentice School.

He entered the service of the Erie Railroad as a Machinist Apprentice at the age of 16 years, and by conscientious efforts he worked out all the problem sheets in the course at home during his first year, making an average scholarship of 90%.

TURNING FLUE ROLLER BODY.

His second year at school was spent in a review of the problem sheets and a complete set of drawings, as laid out by the course; his efficiency record in the shop stands at 80%, while his personality rate is "A," his average monthly attendance is 24 days.

On his third year he entered upon a study of Strombergs and Forneys catechism, in order to study valve gear and the locomotive up to date, as his mind seems to run with that of his father, who is a Railroader.

His order of advancement in the shop was as follows: Bolt Lathe, Shaper, Planer, Guides, Spring Rigging, Steam Pipes, Gen. Floor, Mine Locomotives, Round House, Air Room, Tool Room, Machine Repairs, Valve Setting, Motion Work, Gen. Lathe, Piston Lathe, Boiler Mounting, Shoes and Wedges, Rods, Bore Mill and is now working on General Floor Work.

HEARD AT THE Y. M. C. A.

"When I marry," said the girl, "I am not going to marry a man who drinks, smokes, plays cards, or who belongs to a club. Still, I want him to have a good time."

"Where?" he asked.

TRAIN STANDING AT COMPANY'S PLANT, SILVER LAKE, N. J.

HAVANA THREE-CAR TRAIN.

The Federal Storage Battery Car Company, manufacturers of Beach cars equipped with Edison Storage Batteries, whose plant is at Silver Lake, N. J., after continued successes in severe tests on many railroads, finally built a three-car train for the United Railways of Havana (Cuba), and after numerous technical tests on the Erie, between Jersey City and West Orange, N. J., to demonstrate the performance guarantees, which were exceeded in every instance, the train was shipped to the purchasers in Cuba.

On September 25th this train was run from the Pennsylvania Terminal, New York, to Long Beach, over the tracks of the Long Island Railroad, and the schedule used was that of the regular electric trains of that road. The train carried 136 passengers over a long 2% grade, at the schedule speed of 27 miles per hour.

The success of these electric trains is assured, and the one sent to Cuba is giving a satisfactory account of itself.

The above cut shows the train standing on the Erie tracks in front of the Federal Works at Silver Lake.

ORANGE COUNTY CHARITIES.

The annual meeting of the Orange County (N. Y.) Committee of the State Charities Association was held at the home of Mrs. Henry Bacon, Goshen, N. Y. The president, Mrs. Charles Cary Rumsey, presided.

Through the kindness of Mrs. E. H. Harriman it has been possible to appoint a eugenic worker for Orange and Rockland counties. Miss Florence Smith, who had been trained in the Eugenics Bureau at Cold Spring Harbor, received the appointment.

Miss Reeder, agent for dependent children, made the following report on her work for the first six months in the county.

No. of children public charges Feb. 1, 1912, 89; No. of children becoming public charges to Aug. 1, 32; No. of children ceasing to be public charges, 45; No. of children remaining public charges on Aug. 1st, 76.

Of the 45 children ceasing to be public charges, 17 were returned to relatives by agent, 9 were returned to relatives by institutions, 6 were placed in foster homes by the State Charities Aid, 4 were placed in foster homes by institutions, 4 were discharged to the care of institutions, 2 were placed in State institutions for special care, 1 was placed in a private institution at private expense, 1 became self-supporting; total, 45.

FRANKLIN MFG. CO.

The Franklin Manufacturing Co., Stoneboro, Pa., has been so successful in sales of its high-class products that it has been found necessary to double the capacity of the new Magnesia Boiler Lagging and Covering plant.

The company is at present installing more pipe covering machines, in order to keep pace with the rush of business that is being offered.

Ever notice what funny names the people in a strange town have?

OBITUARY.

John Alexander Dunbar.

Once more the grim reaper has come into our midst and removed one who was a prime favorite in Erie circles.

John Alexander Dunbar, joint ticket agent for the Erie and Delaware & Hudson railroads, has passed to his long reward, and Binghamton, N. Y., where his office was located, has lost an upright citizen. Mr. Dunbar had passed his fifty-first birthday, and it was said of him by his close associates that as he grew older he became more jovial. He was essentially a railroad man, having followed this fascinating line of real industry almost ever since he started in business life.

THE LATE JOHN A. DUNBAR.

He knew the Erie Railroad as an aborigine knows the forest trails, and his twenty years of intimate connection with the company placed him in possession of great knowledge of passenger business. His biography, as taken from a former sketch appearing in this Magazine, shows that the first five years of his Erie connection were spent at Elmira, from where he came to Binghamton. He first took hold of the baggage room, then became night ticket agent. In 1905 he was promoted to ticket agent for the Erie alone. Four years later his efficiency caused the D. & H. to make overtures, and then he became joint agent of the two roads, and held the position of joint agent up to the time of his death.

Appreciating the ability and warm personality of Mr. Dunbar, the Erie was always ready to extend any little courtesies in the way of making his office better to do business in, and that's why the Binghamton agency is one of the cosiest on the road.

Mr. Dunbar left his office on the afternoon of November 19th, going directly home, as he felt indisposed, but nothing serious was anticipated. Toward morning a member of his family heard him breathing with difficulty, and a physician was hastily summoned; in fact two physicians were called, but he died before their arrival. The cause of death was diagnosed as organic heart trouble.

Deceased was born in Ireland, and, according to a biography furnished this Magazine some time ago, had passed his fifty-first birthday. He is survived by his widow, three sons, Alex. J., Joseph H. and Ernest C., and three daughters, Misses Anna and Louise, and Mrs. Arthur O'Hara, all residents of Binghamton.

George Howard Hinton.

George Howard Hinton, 79 years old, died November 15 from apoplexy at his home, No. 73 Pennington avenue, Passaic, N. J. He was a Civil War veteran, and retired from busines twenty-five years ago. He was an assistant to Colonel James when the latter was postmaster of New York City, and afterward was in the Treasury Department of the Erie Railroad Company. One daughter and one son survive him.

NEW ERIE SOCIAL CLUB.

At a meeting of the employes of the General Passenger Department, held in Room 960, 50 Church St., on Nov. 19th, a Social Club was organized, the name of which will be "The Erie Passenger Department Social Club."

The following officers were elected to serve during the year 1913: J. J. Joyce, president; Fred Ralph, vice-president; Wm. Rapp, treasurer, Harold Maples, secretary.

The object of the club is to promote sociability among the employes of this office; also to increase the spirit of co-operation, which the members feel will add to their efficiency.

TWO IMPORTANT CIRCULARS.

S. M. Wilcox, import agent at Chicago, has issued the following two circulars to agents. Their importance will be at once recognized by those to whom they are addressed, and to all concerned:

"The season is now on for the movement of import walnuts from France and other countries, and as this tonnage is very desirable, an effort should be made to secure a share for the Erie Railroad.

"We are well equipped to handle shipments of walnuts from the Bordeaux, France, district, as we have an agent located at Bordeaux, who is well acquainted with the handling of this particular traffic.

"Please interview all parties in your territory who might be interested in import walnuts, advising me the names of such parties and also say if we may anticipate a share of their future business.

"Rates will be quoted promptly on application and routing orders placed as soon as received.

"There is no other term used in connection with import traffic which causes so much dissatisfaction as 'F. O. B.'

"F. O. B. means 'Free on Board,' and where goods are purchased F. O. B. foreign ports, in most cases both the seller or shipper; and the purchaser or consignee, have a distinctly different understanding of this term.

"The shipper understands this to mean free on board railroad cars or river boats at shipping point, and the consignee understands it to mean 'free on board ocean steamer at shipping point.' This leaves the cost of transfer to ocean carrier at foreign port in dispute and occasions long and tedious correspondence, generally stopping, only when consignee pays the transfer charges and other foreign port charges. The consignee naturally feels disgruntled, but on account of the very unsatisfactory medium of correspondence, does not understand particularly well the real cause of the trouble, at least not well enough to enable him to avoid future troubles of this kind.

"While this expression has been discussed at length by men of authority on foreign shipping, no definite understanding has been reached, but it is understood each shipment must be handled as a separate proposition.

"You should impress upon buyers of foreign goods the importance of having it clearly understood before shipments move, whether F. O. B. means free on board rail or water conveyance from the interior, or free on board ocean steamship.

"I would be pleased to hear from any one regarding other questions which this discussion may bring up."

A DAY AT PORTAGE FALLS.

On a recent crisp autumn day a party of employes of the Buffalo Town office visited romantic Portage Falls for an outing. It was a day that will not soon be forgotten; in fact, it will linger long in the memories of the participants as one where hard work became a notable feature.

Everyone went chestnutting, and, after covering several miles of woods, returned with as much as a vest pocketfull, or a quarter of a pint of nuts. These could be bought for a nickel.

After the hunt the boys adjourned to the Portage Hotel, where the lassies of the dining room corps saved their lives with everything on the menu, from soup to chestnuts.

POSING FOR THE CAMERA.

Among the absentees was John Samuel Quinlan, the boy who made Front Avenue famous. He was at the Barrel House Club entertaining members, among whom were Arthur Condie and George Maple; that's why he didn't get in the picture.

Brugger, who enjoys the reputation of being the tallest man in western New York, b'gosh, and doesn't care a garl darn who knows it, was among those present, but didn't get in the picture, because he is so tall that the camera was not large enough to take but half of him, so he remained out, rather than spoil the group.

This is the merry bunch, standing from left to right:

Ed. Dietschler, Conrad Toepfer, Ed. Nolan, Wm. Patton, Jess Aber, Wm. McCarthy.

Kneeling—Norman McLeod, Martin Daly, Manley Howe, Wm. Daly.

THREE GOOD ERIE MEN.

The Greenville (Pa.) *Evening Record* in its issue of Friday, October 25th, printed these three items. It looks as though the cordial spirit of our friends, the newspapers, pervades the Erie domain and sinks in deeply.

"O. L. Enos, traveling passenger agent of Erie Railroad, a lineal descendant of Enoch, who was so good the Lord took him home without dying.

"F. S. Howard, division passenger agent of the Erie, an all around good fellow, but has not descended from the royal line.

"J. D. Brown, assistant general passenger agent of the Erie, a most amiable, courteous gentleman. He does not seem to know much about his ancestry except his grandfather voted for General Jackson and he thinks he will vote for Prof. Wilson. His special reason is that Wilson had better manners at the table than Roosevelt."

JEFFERSON UNION COMPANY.

The Jefferson Union Company, makers of unions, with a plant at Lexington, Mass., has issued two very beautiful pamphlets, which tell of the achievements of Thomas Jefferson and Napoleon Bonaparte, while, at the same time, they tell of what the Jefferson Company has achieved in the way of manufacturing Jefferson Unions.

To those who are not familiar with the details of these goods, and desire knowledge, it is advised that they send to the Company for a copy each of the pamphlets, which not only describe the unions, but illustrate them. The pleasant references to Jefferson and Napoleon are likewise interesting. There is an air of originality attached to these pamphlets that makes them well worth perusing.

A good many who are saying "cheer up" ought to cash up.

From Correspondents Along the Line

PORT JERVIS SHOPS.

Ed. Trip of Hornell Shop was a recent welcome visitor here, while on his way from New York, accompanied by his amiable wife. "Candy" has some warm friends in Port Jervis.

General Foreman J. H. Winfield and Machine Shop Foreman G. A. Hillman made a trip to Buffalo recently.

Apprentice Instructor Rogers visited the schools at Dunmore and Susquehanna and came back full of new ideas.

The many friends of our genial foreman of the Car Department, M. H. Quinn, will be pleased to learn that he has made a matrimonial alliance, the bride being Miss Nellie P. Carroll, formerly of the storekeeper's office. After serving over 9 years as clerk and timekeeper at Port Jervis Shop, Miss Carroll resigned on Nov. 22nd, 1912, to accept another position. All hands join in wishing Mr. and Mrs. Quinn long and happy married life.

JERSEY CITY SHOPS.

"Chas." Hepworth had to shave off his moustache, as a result of betting on the New York Giants.

Messrs. Flynn and Hughes of the boiler shop are the joint owners of a motor boat on the Hackensack River. They streak up and down the river so fast that the water gets warm.

Oscar Ranges made good his reputation as an angler by exhibiting a four-pound Oswego bass, which he landed, together with six other beauties. Oscar did this to disprove that cold storage fish story.

THE LIGHT ON BRADFORD.

C. E. Crandall, who has been employed as assistant storekeeper, has accepted a position as chief clerk to storekeeper at Galion. Mr. Crandall has been succeeded by Harry Tice of Hornell. Mr. Tice has already entered upon his new duties. Mr. Crandall will be remembered by his many Bradford friends as the man who put the "hop" in "shop."

Walter S. Markham, who has been employed as stenographer to the supervisor for the past two years, has resigned, and has gone to Oklahoma, where he will be employed. He has been succeeded by Harry Potter.

Everyone who was envious of the engineers working on the right of way, have turned to sympathy for the two young men who have been employed in our vicinity the last few weeks. They have been engaged in placing "monuments," a piece of rail four feet long on the boundary of the Erie property. Each monument is buried endwise, and while busy digging a hole for one on a piece of property where the line is in dispute, they were badly drenched by a hose in the hands of the property owners, and we have seen warmer days when such an incident would be more appreciated.

STROUDSBURG SHOPS.

Dr. "Pete" Edinger recently recuperated from a trip at Scranton, is back on the job in the paint shop; should anybody be so unfortunate as to be injured, the Doctor's? experience at Scranton makes him more fitted for the performance of delicate? operations.

General Foreman Walter H. Snyder recently visited Hackensack, N. J., in the interest of the company.

Assistant General Foreman Raymond S. Lee is now a man, full-fledged; he walks with a heavy tread and a stately mien. He is a father—a brand new one; he has a son. He has not named him for Woodrow Wilson, as much as that would please John Connolly.

William Douer, better known as "Bangor Bill," the watch dog of the oil cellar, bolt house and other places of equal importance, has blossomed out in a full-fledged afterelection poet. "Bill's" poem took on the nature of the Wood(s)(row). The production appeared in bold type in the *Stroudsburg Daily Times.* "Bill," upon reading his poetical effusion, as printed in the *Daily*, was heard to remark: "That boy would not recognize his father, and the linotype machine operator ought to be arrested for the murder of infants."

Everybody naturally is interested when a young man uses his evenings for self-improvement; "Arty" Bowlby, the efficient timekeeper here, not being satisfied with his present abilities, is being tutored by one of the local school teachers, of the female species. "Arty" being a close student, splendid results are looked for.

The installation of electric lights in the shops, offices and engine yard is a very great improvement, and everybody concerned is well pleased. The electric welding machine is giving splendid satisfaction and is the greatest improvement ever installed in the shops.

Supt. M. E. Johns' frequent visits at this end of his division are always looked forward to with pleasure. The genial "Super's" words of commendation are a stimulus for better effort.

N. Y., S. & W. R. R. DIVISION.

November 1st last Mr. J. W. Foote, division engineer, was transferred to the Allegheny Division of the Erie Main Line, and he leaves the old "Sus." with the best wishes of the boys at headquarters and along the line.

Mr. Arthur B. Caldwell succeeds Mr. Foote as division engineer, and is well known among the men here, as he made his start with the Erie as transitman on the N. Y., S. & W. R. R.

Agents and Assistants' Association held its regular monthly meeting on Saturday evening, Nov. 16th, 1912, at No. 201 Market Street, Paterson, N. J., and several very interesting subjects were discussed. The Association is growing very large and comprises now practically every agent and assistant along the line, due to the efforts of President Fred Garrison and Station Supervisor John Klopman.

E. T. Skirkie transferred from Jersey City dispatcher's office to the dispatcher's office at Stroudsburg, Pa.

Harry Goetschius is now working at Jersey City office as operator.

Brakeman Oscar Williams, A. O. Brands, Otto Schifftner and Samuel Clave have been promoted to be conductors.

Fireman Arthur Heckman and James Perry have been promoted to be engineers.

Fred Harrison, president of the Agents' Association, is on his way to the meeting at Cleveland, Ohio, and we look forward to some interesting news when he returns.

Conductor James Mahon is seriously ill with stomach trouble at St. Joseph's Hospital, Paterson, N. J., and hopes of his recovery are very slight.

Richard R. Hyatt is back home from St. Joseph's Hospital and will be around shortly, as the last operation proved very successful, and everyone is looking forward to see "Old Dick" back with us again.

There are rumors around North Paterson that Ray J. Rosencrans is about to step into the matrimonial ranks very shortly; we believe the fortunate young lady lives in the vicinity of Little Falls, as Ray is becoming quite a patron of the Greenwood Lake Railroad of late.

The conductors of the N. Y., S. & W. R. R. will again celebrate at Borough Hall, with Smith Courter, Walt. Long and Elmer (Dude) Dotter, on the Committee. And that is proof enough of what kind of a time will be had.

DUNMORE SHOP ITEMS.

Dunmore Shop Apprentice School has been officially declared the most up-to-date on the Erie System, and much credit is due Practical and Tech-

nical Instructor H. E. Blackburn, who has been in charge the past few months. His untiring efforts have earned for this school the reputation of being second to none, probably on any railroad in the United States.

It's with pleasure we announce the marriage of Machinist M. J. O'Hora to Miss Rose Kane, a charming young lady of this place. The happy event took place in St. Mary's Church Wednesday morning, Nov. 20th, and following a reception at the bride's home, the young couple left for New York City to spend their honeymoon. Mr. and Mrs. O'Hora start their wedded life with the best wishes of the shop force.

A little piece work checker brightened the home of Mr. and Mrs. Jas. A. Duffy. Have a smoke, boys.

Michael J. Barrett, the "Tommie Ferguson" of the Machine Shop, is quite a frequent visitor around Bone Hill, a very picturesque portion of the city, where pretty femininity reigns supreme.

General Foreman F. C. Wallace and Labor Foreman Chas. Steele recently followed Aviator E. O. Weeks on one of his aeroplane flights from Dunmore to Throop; Frank in his auto and Charlie doing the Marathon stunt.

At a recent raffle of the Moosic Hose Co., No. 2, Chas. Reed, clerk in the storekeeper's office, won a magnificent hat and overcoat. The only thing that is bothering Charlie now is the misplaced eyebrow on his upper lip. If his Meadville friend could only see him now.

Foreman Charles Lang is suffering with a sun-burnt tongue. Understand this affliction came from rubbering for the air ship for two long hours one day.

Our popular messenger, "Tom" Mead, has resigned to accept a position elsewhere. He is succeeded by Martin Holleran of the car foreman's office.

Special Apprentice Walter Barr is making quite a splatter among the Society Belles of this place. George Goeppert better hustle a little.

Patternmaker C. W. Zwick spent the fore part of last week hunting bears and wild turkeys in the Bunker Hill Mountains.

The output of Dunmore Shop for the month of November was five "TBMF," one "TM," two "BF" and one "A." No flies on the Dunmore Bucks.

Work is progressing rapidly on the portion of the car shop that was damaged by a mine cave some months ago.

C. T. Brundage has completed his apprenticeship and is now a full-fledged machinist.

"Bernie" Gilligan, blacksmith apprentice of the Sport Hill Section, the clever 115-lb. center of the Jolly Nine Football Team, has accepted an offer to play with No. 8 school team next year.

"Paddy" Calpin and "Chick" Pierce of the superintendent's office, spent Sunday, Nov. 24th, in Glen Eyre, visiting their fiancee's.

SUSQUEHANNA SHOP ITEMS.

General Foreman Thibaut spent a few days in the wild and woolly West, renewing acquaintances at Meadville and vicinity.

Edward Emery wants a pair of snow shoes, any size. Mr. Emery expects to put in a few days hunting in the woods around Susquehanna for "bull moose." Address: General foreman's office.

The shop foremen are practicing writing with the left hand, thinking that the drawing movements of left-handers is less wearing on pencils than the more strenuous efforts of right handers.

Mr. P. J. Reese spent two weeks at Susquehanna Shop recently, using the daylight hours to good advantage on the blacksmith shop schedule.

Boilermaker Foreman McElvy's family is comfortably located in Susquehanna, having recently moved here from the "Sunny South." The little McElvys are greatly interested in the snow, of which Susquehanna has an abundant supply. McElvy, senior, does not appreciate the beautiful as much, having recently come in violent contact with the sidewalk while coasting down Church Hill to work the other day.

It is reported by those in position to know, that Storekeeper Collins did not purchase that new black suit expressly for the K. C. Third Degree doings held at Susquehanna Nov. 10th. In view of the fact that he has resigned his membership in the Bachelors' Club recently, perhaps the inside dope is correct.

A number of the new "Mikado" engines from Baldwin and Schenectady Locomotive Works have passed Susquehanna, en route to the New York Division.

Geo. Springstein of the Stores Department has returned from a visit to Pike County, Pa.

Machinist M. A. Crandall has left the service to accept employment elsewhere.

E. A. Woodard has accepted a position in Storekeeper Collins' office.

Engineer A. C. Van Demark, after a few weeks absence on account of sickness, has resumed work on trains No. 2 and No. 5, Susquehanna Division.

Master Mechanic Harrington was in attendance at the recent staff meeting held in the general mechanical superintendent's office at Meadville.

J. S. Wallace of the master mechanic's office, is confined to his home on account of sickness.

E. W. Griffith, traveling engineer, Schenectady Works, American Locomotive Co., is officially engaged at Susquehanna.

Machinery Inspector H. L. Burrhus was recently officially engaged at Susquehanna.

Mechanical Superintendent A. G. Trumbull was officially engaged at Susquehanna Nov. 16th.

General Car Inspector P. J. O'Dea and General Foreman Boilermaker F. A. Griffin were recent visitors at the shop.

DELAWARE DIVISION.

One bright afternoon in October, Mr. Thos. Haley, signal maintainer at Susquehanna, set forth with his trusty shotgun for the haunts of the cottontail. Sighting Brer Rabbit, Tom took aim and fired. As no report followed, he shouldered the weapon and started on again. Some ten minutes later he was frightened out of a full year's growth by the sudden report of the gun, which it seems had hung fire. We have no record of any game accompanying Mr. Haley on his return trip.

J. C. McAndrews, chief clerk to Trainmaster Barnes, was recently married to Miss Marie Kane, until a late date 'phone operator and chief caller in Mr. Barnes' office. The couple left on train Two for a trip to Wilmington, Baltimore and Washington. Mr. and Mrs. McAndrews will be at home to their many friends, in their newly furnished home at No. 122 Jackson Ave., after December 1st.

Thos. A. McMahon, chief clerk to General Yard Master P. G. McDaid, was united in marriage to Miss Esther Griffen, of Susquehanna. The couple left on a trip to New York City and other eastern points.

J. P. Krieter, our recently wedded signal superviser, has accept-

Here's Something New!

19 Jewel 18 Size

B. W. Raymond

With Winding Indicator

B. W. RAYMOND WITH 49 DIAL.
YOU CAN SEE IT IN THE DARK.

THE indicator consists of a dial marked with the hours, and a hand which shows the number of hours the watch has run since winding. The hand is moved by a set of gears connected with the barrel, or box, containing the mainspring. When the mainspring is wound the indicator hand moves back to the position marked "up" on the dial. A watch should be wound once every twenty-four hours. The winding indicator insures the regularity of winding so necessary for good results in timekeeping.

$44.00 in 25-Year Case
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At all dealers.

Send for the booklet on the B. W. Raymond. It will make you a better judge and a more careful user of any watch.

ELGIN NATIONAL WATCH CO.
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Please send me Raymond booklet and a cardcase.

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E. M-12

ed the position of telephone supervisor of the Erie Division, with headquarters at Elmira, N. Y. Mr. Krieter will oversee the work of installing the telephone dispatching system on the Susquehanna Division.

S. W. Jennings of Division Engineer Barnes' office force, shot and killed one bird Saturday P. M. of November 23d. Jno. W. Gibb, clerk in Superintendent Baldwin's office, also shot, and, he affirms, killed, one rabbit on the same date. Neither of the above gentlemen found the object of their marksmanship. Don't mention New York gunmen when in the vicinity of these marvels of the shooting iron.

F. L. Rauner, telegraph operator in the Susquehanna W. U. office, is the proud papa of a ten-pound daughter, born November 25th. Congratulations of the division are extended to Mr. and Mrs. Rauner.

MEADVILLE SHOP NOTES.

During a lull in the meeting of the master mechanics of the System, F. H. Murray, master mechanic at Port Jervis, N. Y., paid the shops a visit, shaking hands with his former shopmates, who are always pleased to meet "Ted." Mr. Murray is an Erie graduate.

Mr. Fitzsimmons, mechanical superintendent, spent several days visiting the shops and yards.

The first of the new engines passed over the road to its destination; they are monsters. More to come.

The working force in the different departments has been largely increased of late.

Fourteen engines with general repairs was the output for October; besides, almost the entire repair gang spent weeks at Kent, O., on the rail derricks, which were being rebuilt and improved.

Foreman Hugh McGarry is very busy with his force of masons and bricklayers rebuilding the walls of the east side of the rod and wheel room and the pump room.

John J. Youngson, foreman of water and signal system of the Erie for 45 years, died Nov. 17. Mr. Youngson was connected with the Erie since the days of the Atlantic & Great Western, until within a year. He entered the service when 15 years of age, and has been with the road ever since. He was prominent in local affairs, serving as councilman for several terms. It was through his efforts that Erie's right of way through the city is so well lighted, and he was always loyal to the Erie. He is survived by a widow.

Mr. Patrick, general foreman of boilermakers on the Ohio Division, is proving himself the right man in the right place.

The business of the Bronze Metal Co. is increasing rapidly. The company contemplates the building of a new plant, either at Warren or Meadville. The local Chamber of Commerce has offered them a site to build upon. Warren is also offering inducements. The company is holding the matter under consideration.

F. J. Jones, secretary of the E. E. M. B. Association, visited the shops on business for the Association. He reports the business of the Association as being satisfactory.

GALION SHOPS.

John Todd, machine shop foreman at Galion, O., has been transferred to Marion, O., acting in the same capacity.

Roy Miller is acting as machine foreman, Galion, in place of John Todd.

R. B. Johnson has been appointed piece work checker at Marion Car Dept., vice Eugene Barkle, promoted.

C. E. Crandall, assistant storekeeper at Bradford, Pa., has accepted the position of chief clerk at Galion, O.

Eugene Barkle, piece work checker at Marion, has been appointed stock man at Galion, O., vice Mr. M. E. Cloak, resigned.

Ralph Cullison has assumed the position of assistant timekeeper, vice Guy Baker, resigned.

FROM KENT SHOPS.

W. W. Warner was promoted from assistant to Mr. Trautman, shop superintendent, to general foreman car repairs, with headquarters at Marion, O., a new position created on account of increased freight car repairs at that terminal point. Mr. Warner was kindly remembered by the shop foremen and office forces, who presented him with a fine Morris chair. During his five years' service at these shops he made many friends, who regret to see him leave, but who are glad he received a worthy promotion.

Lester Olin, employed at Kent station, had the misfortune to have his leg crushed by a coach, which was being switched from depot track. Ac-

AN IDEAL

Xmas Present

WOULD BE A

LeBihan Inc.

Cane—Umbrella

which is our latest importation

OUR SELECTION OF ARTISTIC

UMBRELLA HANDLES

Especially for Ladies Umbrellas

Surpasses Any Previous Assortment

You know the quality of our
Umbrellas, always made the best

Walking Sticks in Endless Variety

LeBihan, 178 Fulton St.
INC.

Between BROADWAY and CHURCH STREET

Branch: Hudson Terminal Building

FULTON STREET ENTRANCE

P.S. By dealing here you are buying direct from the maker

cident necessitated amputation above the ankle at White's Hospital at Ravenna.

Cline and Kinney took advantage of the first day of the rabbit season and progressed fairly well, until the dog saw Kinney shoot when he hiked for the woods, and was found next day, burrowed in the ground.

Carnahan put his trotter, "Deerfoot," in winter quarters, after a successful season on the turf. Parmalee says she will do better next season when she shall go for a record.

Deacon Bly's reorganized "All Star" football eleven is in good trim and ready for all comers. The following colts compose his team: James Coyle, l. e.; Shorty Rentz, l. t.; F. H. Vickers, l. g.; John Thomas, c.; Joe Schroeder, r. g.; Ed. Creager, r. t.; Andy Smith, r. e.; Andy Seymoure, q.; Levi Stonemetz, l. h.; Dennis Kinney, r. h.; Bill McKeon, f.

CLEVELAND SHOPS.

Matrimony goes hand in hand in the blacksmith shop. Lately a very fine brand of "segars" was passed around by Sam Skerniski, blacksmith's helper, who was married on Nov. 2nd, and we all wish him good luck on his pleasant journey through life.

When cupid hits your pocketbook there is not much left for the laundry man. Such is the case with Fred Hunter, back shop machinist. His recent trip to Huntington, Ind., with the Erie Fire Department, of which he is an active member, will in time bear fruit, and we may expect at any time to hear the wedding bells ringing in his future happy home, with presents galore.

There is no place like the Erie, more especially the office force under R. C. Carlson, S. K. Such was the remark made by M. Fitzpatrick, stenographer to the chief clerk who resigned the position on the "Nickel Plate" to come back into the fold.

G. W. Kirk and T. E. Hart of the car department, made a visit recently for pleasure and business combined, to Kent, O., and were much impressed with what they saw and the amount of business that is carried on in all departments. They picked up quite a few pointers, which they will endeavor to carry out.

James Sweeney, former chief clerk at Willson Ave., now storekeeper at Brier Hill, paid a flying trip to Cleveland one day last month. We wonder what the attraction is in the sixth city.

This Name on a Watch Insures Protection

With this great South Bend railroad model your dealer gives you a signed ***Insurance Certificate*** that absolutely binds us to ***give you a new watch free*** should a change in the watch requirements make it necessary for you to buy a new watch in the next five years.

You do not have to worry about changes in watch requirements—

You can go to work for another road with no fear of buying a new watch—

We assume the responsibility.

The SOUTH BEND Studebaker

RAILROAD WATCH

The South Bend Studebaker is positively the only watch insured to pass watch inspection on any railroad for five years to come.

Have your inspector show you one of these grand Studebaker models.

Write us for a copy of the Insurance Certificate—an investigation ***now*** may save you the cost of anew watch later.

South Bend Watch Co.

Makers of Master Timepieces Watch Cases That Excel

South Bend
Indiana

The Master Timepiece

CINCINNATI DIVISION.

The Cincinnati Division has just received a new machine at this point, with which the men were very well pleased, on account of it being capable of doing so many different kinds of work. It is known as a modern combined locomotive crane and pile driver. This machine can be used for handling rail, erecting bridges, coaling locomotives, making excavations and driving piles of abutments of bridges. Besides doing this work, the machine is equipped with facilities for locomotion. It is the only one of its kind on the system.

H. D. Row, assistant construction engineer in Marion Yards, and who has been working temporarily in the office of the division engineer, has received the appointment of assistant division engineer. Mr. Row was a graduate of Galion High School in 1906, and then devoted two years to engineering work at Ohio State University at Columbus, Ohio. After completing a course in engineering, he accepted a position with the Freese Brick & Tile Machinery Company at Galion, in the drafting department, being with them for two years, and resigning to take up work with the Erie as assistant construction engineer. Mr. Row filled the position as assistant construction engineer for about six months, from which he was promoted to assistant division engineer to succeed Mr. T. S. Cathers, who resigned to accept a position with the City Engineering Department of Marion, Ohio.

The Erie is about to build a new depot at Rittman, Ohio, which will be a great credit to the town. The old depot is to be moved a little distance from its present location, and a platform is to be constructed for the freight and passenger depot.

Nov. 6th the new incoming track and coal track, in Marion Yards, was placed in use.

Four large machines were moved from the machine shops at Galion to the new roundhouse at Marion, Oct. 23rd.

CHICAGO & ERIE DIVISION.

It is reported that Mr. H. C. Weiford, for many years a valued private secretary to former Erie officials, more recently a train dispatcher for a decade at Huntington, has given up ranching after a years' location near Springer, N. M., to become chief clerk to Superintendent R. E. Woodruff, at Marion, Ohio. The friends of Mr. Weiford will hear of his return to the Erie with pleasure. We do not hesitate to introduce the Weiford family to Marion people. They were highly respected in Huntington, and will soon prove themselves a highly desirable addition to the good citizenship of Marion.

Engineer W. E. McConkey suffered considerable temporary facial disfigurement in a recent accident. We are glad to note that no lasting ill effect will result from the injury. We never heard "Mac" lay claim to any particular beauty, but it most certainly is the case with him that his mishap helped him none in this respect. No offense meant by this, "Mac," old boy.

Kenneth Nelson, son of Mr. J. H. Nelson, agent for the company at Disko, and Ray Briggs, have taken employment as copiers in the Huntington office. There's a girl down in Spencerville coaching Briggs for big things. We haven't located Nelson yet, but from his personal appearance and general make up we judge he must have plenty of lady friends.

An Increase in Salary

This is what you want, but you do not know just how to obtain it. There is only one way; give your employer better service. To give him better service you must increase your efficiency. You must learn something that will be valuable to him and save him money. Very few men understand **traffic work.** The profession of Traffic Manager offers you unusual opportunities.

Write today for our interesting booklet, "Opportunity via the Traffic Route." Also please tell us your occupation and something about your work, so that we can advise you in reference to our course of instruction. We are traffic experts, teaching traffic work by correspondence. You can prepare yourself, by the study of our course, for a better position at an increased salary.

Write for the booklet today.

NATIONAL TRAFFIC COLLEGE

Dept. E.,

10 S. La Salle Street CHICAGO

United States Mortgage & Trust Company

New York

Member N. Y. Clearing House Association

DEPOSITORY FOR

United States Government Postal Savings System
State of New York — City of New York
Court Funds — Bankrupt Estates
Coffee Margins — Cotton Margins
Reserves of State Banks and Trust Companies

Interest paid on checking accounts

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CHAUNCEY H. MURPHEY Ass't Treasurer
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CAPITAL & SURPLUS $6,000,000

Branch
Broadway at 73d St.

Principal Office
55 Cedar St.

Branch
125th St. at 8th Ave.

Safe Deposit and Storage Vaults at all Offices

Third National Bank

SCRANTON, PA.

CAPITAL - - $200,000
SURPLUS (Earned) $1,000,000

Designated Depositary of the United States.

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Second National Bank, Elmira, N. Y.

CAPITAL, $400,000 SURPLUS, $400,000

Three Per Cent. Interest Paid on Certificates of Deposit

Bradford National Bank

BRADFORD, PA.

Capital, ... $200,000
Surplus and Undivided Profits, . $450,000

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MACHINERY TOOLS
OF ALL KINDS
Supplied for
Railroads, Mines and Mills
THE
Scranton Supply & Machinery Co.
131 WYOMING AVE.
SCRANTON, PA.

THEO. BORGSTROM

Erie Watch Inspector
Susquehanna, Pa.

Railroad Watches

Large Stock of Goods Suitable for

BIRTHDAY, WEDDING AND HOLIDAY PRESENTS

FATHER USED TO MAKE.

Said a young and tactless husband
To his inexperienced wife,
"If you would but give up leading
Such a fashionable life,
And devote more time to cooking—
How to mix and when to bake—
Then, perhaps you might make pastry
Such as mother used to make."
And the wife resenting, answered
(For the worm will turn, you know);
"If you would but give up horses
And a score of clubs or so,
To devote more time to business—
When to buy and what to stake—
Then, perhaps, you might make money
Such as father used to make.

BROOKS' NEW CURE FOR RUPTURE

Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No lymphol. No lies. Durable, cheap. Pat. Sept. 10, '01.

SENT ON TRIAL.
CATALOGUE FREE.

C. E. BROOKS, 1013-A State Street, Marshall, Mich.

FIRST NATIONAL BANK

SCRANTON, PA.

CAPITAL - - - -	$1,000,000.00
Surplus and Undivided Profits -	$1,745,778.43
DEPOSITS - - - -	$10,351,597.90

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J. Benjamin Dimmick

FIRST NATIONAL BANK

YOUNGSTOWN, OHIO

OLDEST NATIONAL BANK IN OHIO

Capital and Surplus	$2,600,000.00
Resources .	$11,300,000.00

First National Bank

PATERSON, N. J.

Business and Family Accounts received on favorable terms

CAPITAL STOCK,	$500,000
SURPLUS, - - -	650,000

United States Depository

EDWARD T. BELL, President
W. O. FAYERWEATHER, Vice-President
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Commercial Trust Company of New Jersey

JERSEY CITY, N. J.

CAPITAL, SURPLUS AND PROFITS, OVER $3,300,000

Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail

SAFE DEPOSIT VAULTS

Opposite Exchange Place Station, Hudson Tunnels, Pennsylvania Railroad Terminal and Ferries to New York.

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FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

AUTOMATIC Razor Stropper. Strops both regular and safety razor blades. Nickel plated, genuine horsehide strop, reversible action. Attachment for all makes of safety razor blades. The best automatic stropper made. Why not enjoy shaving? Price, prepaid, $2.00. C. M. Roe, Erie Freight Office, Owego, N. Y.

FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

FOR SALE—Almost new bicycle; have had same three months. It is equipped with New Departure coaster brake, double spiral spring seat, also new pair of puncture-proof tires, etc. For particulars address Wm. C. Ryan, 531 Devon St., Arlington, N. J.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

TWELVE beautiful colored postals, everyone different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

FOR SALE—Standard Remington Typewriter, in good serviceable condition. Will sell cheap if taken at once. Address F. J. Watson, Ogent, Clifton, N. J.

FOR SALE—Tumbler Pigeons. Also Golden Seabright and White Cochin Bantams. W. M. Burrus, 520 N. Lincoln Ave., Scranton, Pa.

FOR SALE—An Oliver Typewriter No. 5, practically new. Latest model and has all latest patents, tabulators, both spaces, etc. Make me a cash offer. C. S. Webb, agent, Hasbrouck Hts., N. J.

FOR SALE—R. C. R. I. Red cockerels, $2.00 each; red to the skin. Tuttle strain. Eggs in season. C. S. Anglemyer, agent, Washingtonville, O.

FOR SALE—Saddle Tumbler Pigeons. All colors. W. M. Burrus, Dunmore, Pa.

UNDERWOOD Typewriter for sale. Scarcely used. Perfect condition. Stenographer Meyer, Room 750, 50 Church Street.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Write me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE—Stevens visible-loading 22 rifle new condition, shot about 175 times, $6 with belt. L. W. Michel, Avon, N. Y.

FOR SALE—A Course of Pitman Shorthand and Typewriting, in first class Correspondence School. Worth $100. Paid up $50. Will Sacrifice. Address H. R. F., Box 48, Wyckoff, N. J.

FOR SALE—Omnigraph, automatic telegraph sender. One full set records. Not in use over thirty days. Address F. E. Crabbe, 18 Welsh St., Pittston, Pa.

FOR SALE—One set of ½ Cyclopedias of Mechanical Engineering for $15.00; good as new, not even soiled, cost $21.80. A complete course of mechanical engineering for boiler makers or automobile mechanics. Write John V. Cooper, 627 Silver St., Marion, Ohio.

OPPORTUNITY—Private lessons in telegraphy to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

PHOTOGRAPHS copied, any size up to 5x7, mounted one dollar dozen. Post Cards 75 cents dozen. Plates and films developed, any size. Films, 10 plates, 5 cents. Prints, 5 cents, mounted, 10 cents. Work guaranteed. A. Kronmiller, 426 3d Ave., Olean, N. Y.

TEN ROOM HOUSE and quarter acre lot, with orchard, situated in Uniondale, for sale cheap to quick buyer. Inquire of G. C. Tennant, Herrick Center, Pa.

TURKEYS—Wanted 21 dressed turkeys, to be delivered about November 25th. Will require more in December. Answer at once, stating full particulars, price, etc. D. L. Tilly, Room 880, 50 Church St., New York.

WANT TO BUY—Benn Pitman Dictionary. Must be in good condition and seasonable. Address, M. T. Casey, Room 1152, 50 Church St., New York.

FOR SALE—One $40.00 Victrola Quar. Oak Cabinet Stand and 20 Double-faced Records. This outfit is almost new. Price $35.00, or will trade for Edison 4-minute outfit. F. H. Mattocks, 1106 Cottage St., Meadville, Pa.

No. 225 Belgian Parlor Lamp, complete, $4.50 each, delivered

IT IS A HARD PROBLEM

to know just what to select for that Christmas present.

Let us suggest a Belgian Parlor Lamp, the highest grade Kerosene Oil Lamp on the market.

This is a beautiful as well as serviceable gift, and is sure to be appreciated.

A five year guarantee against any defects, is a fair criterion of the confidence imposed in the lasting qualities of the Belgian lamp.

Let the children, when doing their lessons, have the benefit of the 43 candle-power, steady, clear, white light produced by the Belgian Burner. Let father get the Belgian habit while reading the evening newspaper. While grandma darns your socks, give her poor old worn out eyes the best light obtainable, and scientific tests have proven that the light developed by the kerosene oil burner, is the least injurious and most restful to the eyes.

For the price of one visit to the oculist, buy a Belgian Lamp, and avoid eyestrain for the entire family.

THE DRESSEL RAILWAY LAMP WORKS

3860-3880 Park Ave. New York City

BROWNING, KING & COMPANY

Cooper Square, Opposite Cooper Union,
NEW YORK CITY.

...OFFICIAL TAILORS TO...

The ERIE R. R.
The N. Y., N. H. & H. R. R.
The N. Y. C. & H. R. R. R.
The N. Y., P. & O. R. R.
C. R. R. OF N. J.
N. Y., O. & W. R. R.
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And many other of the leading railroads and steamship lines.

Asbestos and Magnesia Materials

RAKCO Brand Throttle and Air Pump Packings.
RAKCO Brand Asbestos, Flax and Rubber Packings.
RAKCO Brand Jointless Gaskets for pipe lines and boiler manholes, handhales and tube plates.

ROBERT A. KEASBEY CO.

Telephone 6097 Franklin **100 North Moore St., N. Y. City**

THEY LEAD THE LEADERS

GRAHAM-COURTNEY CIGARS

26 Sizes

CHARLES MILLER, President
O. D. BLEAKLEY, Vice President

F. W. OFFICER, Cashier
C. B. DOLSON, Ass't Cashier

First National Bank

FRANKLIN, PA. ESTABLISHED 1863

Resources - - - - - - - - - $1,600,000

UNITED STATES DEPOSITARY

COLD CAUSING MUCH DISTRESS AMONG THE POOR

Hundreds are appealing to us for the bare necessities of life. Some need coal, others clothing and shelter and still others food.

Many families, threatened with dispossess, need help to prevent them from being thrown out in the cold. In hundreds of ways our Relief Visitors and Nurses are relieving suffering.

These are not chronic paupers. Misfortune is responsible for their plight. They don't want charity, but a chance to be self-supporting again.

They Appeal through Us to you to help Them out of Dependency.

Neglect of destitute homes leads to chronic poverty, crime or disease. These fresh burdens upon society can be avoided by timely aid.

Every cent you contribute will be spent only for relief and ministration.

Send gifts to Robert Shaw Minturn, Treasurer, Room 206, 105 East 22nd Street.

NEW YORK ASSOCIATION FOR IMPROVING THE CONDITION OF THE POOR,
R. FULTON CUTTING, President

His Majesty King George IV approving the sauce made by the original Brand who was for many years chef to that royal epicure.

Delicious with fish, soups, game, etc., and Particularly appreciated on Welsh rarebits, broiled lobster and English mutton chops.

A ROYAL RELISH

ORIENTALS FOND OF EGGS.

The Chinese are great eaters of eggs, which they take "hard-boiled." These are to be had in all the roadside places for refreshment. While the Chinese have an expression "eggs of a hundred years," it must not be understood that their eggs are always a century old, though one may be able to get them of many years' standing. The Celestials evince a preference for the egg of the duck or of the goose. These are placed with aromatic herbs in slaked lime for a varying period, the minimum being, it is said, five or six weeks. Under the influence of time the yolk liquifies and takes on a dark green color, and the white coagulates and becomes green.

HAYWARD BUCKETS

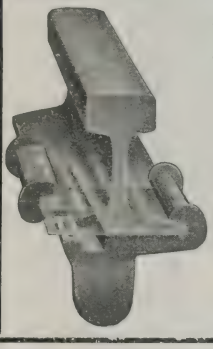
for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

The adaptability of Hayward Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this ad—Illustration No. A1405.

Write for Catalog showing the quickest and most economical method of handling bulk materials.

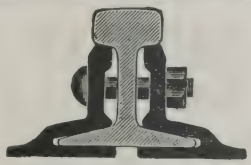
THE HAYWARD COMPANY
Manufacturers of Buckets and Digging Machinery
50 Church St., New York



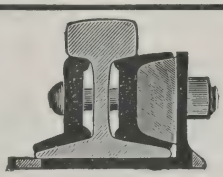
Rail Anchor Requirements for 1913

Should be purchased now. Send in your requisitions specifying the P & M anti-rail creeper.

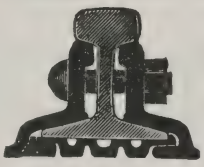
THE P. & M. CO. NEW YORK CHICAGO



Over 50,000 miles in use



Rolled from Best Quality Steel



CONTINUOUS JOINT — WEBER JOINT — WOLHAUPTER JOINT

THE RAIL JOINT COMPANY

GENERAL OFFICES:
185 MADISON AVE., NEW YORK CITY

Makers of Base-Supported Rail Joints for Standard and Special Rail Sections, also Girder, Step or Compromise, Frog and Switch, and Insulated Rail Joints, protected by Patents.

Highest Awards—Paris, 1900; Buffalo, 1901; St. Louis, 1904.

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Troy, N. Y.	Burden Avenue

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STATEN ISLAND SHIPBUILDING COMPANY

Formerly BURLEE DRY DOCK CO.

Telephone, 370 West Brighton — **PORT RICHMOND, N. Y.**

Builders of Steel and Wooden Vessels, Engines, Boilers and Heavy Machinery

Four Balance Dry Docks, 4000, 2500, 2000, 1000 Tons

PROPELLER WHEELS, STEERING ENGINES, AND CENTRIFUGAL PUMPS

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THE PERFECT
SPRING WATER

BOTTLED AT THE SPRING
At OAKLAND, N. J.

New York Office:
HUDSON TERMINAL BUILDING
No. 50 CHURCH STREET
Fulton Street Entrance

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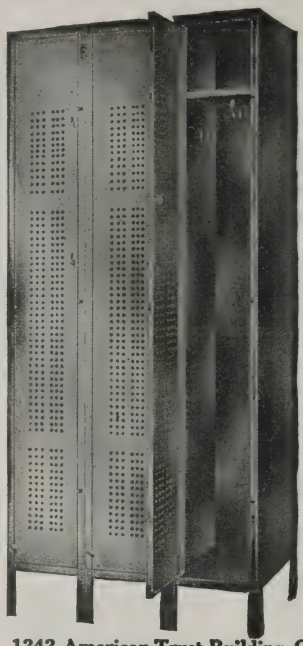


Do you know that practically all the railroads have standardized

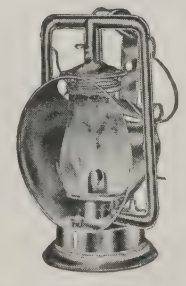
Durand Steel Lockers

for their shops and round houses?

DURAND-STEEL LOCKER CO.

1242 American Trust Building, CHICAGO, ILL.
401 Vanderbilt Building, NEW YORK, N. Y.

Ham's "Empire"



Ham's Empire No. 10
Car Inspector

A splendid lantern for car inspectors' use.

Fitted with polished hood and 5" silvered glass reflector.

C. T. Ham Mfg. Co.
Rochester - - New York

U. S. METAL & MFG. CO.
165 Broadway, New York City

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SELLING AGENTS FOR
Dunham Hopper Door Device—Feasible Drop Brake Staff—"Texoderm" — Columbia Lock Nut—"Diamond" Steel Pole—Anglo American Varnishes and Shop Cleaner—Empire Pressed Steel Truck Bolster—"Safety" One-Piece Steel Ladder. Driving & Truck Axles.
Sole Eastern Agents for
St. Louis Surfacer and Paint Co.
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Special Agents for
The Tool Steel Gear & Pinion Co.
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THE JANNEY "X" COUPLER

The latest development of the M. C. B. Coupler

Has "Lock-to-the-Lock," "Lock-Set" and "Knuckle-Opener"

Janney Simplicity

MANUFACTURED ONLY BY

The McConway & Torley Co.

PITTSBURGH, PA.

CRANE LOCOMOTIVE

BLOW OFF VALVE

Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

SAMPLE VALVE FOR TRIAL WITHOUT CHARGE

CRANE CO.

CHICAGO

ESTABLISHED 1855

THE NEW YORK AIR BRAKE CO.

We Offer Reservoirs of All Kinds.

These Reservoirs are riveted to shell or welded to shell. They are furnished with reinforcement at Drain Cock opening on OUTSIDE to permit of thorough draining. When desired, we enamel them inside and outside. See our Circular No. 38.

C. A. Starbuck, *Pres.* John C. Thompson, *Vice-Pres.*
F. M. Whyte, *Gen. Mgr.*

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165 Broadway, New York
WORKS
Watertown, - New York
CHICAGO OFFICE
2021 Peoples Gas Bldg.

TIETJEN & LANG DRY DOCK CO.

HOBOKEN, NEW JERSEY

NINE DRY DOCKS

600, 1,200, 2,000
800, 1,400, 6,000
1,000, 1,800, 10,000
Tons

General Repairs on Wooden and Iron Vessels . . .

17th STREET and PARK AVENUE
HOBOKEN, NEW JERSEY

Telephone: 700 Hoboken

FROGS CROSSINGS SWITCHES

SWITCH STANDS

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METAL FOOT GUARDS

GUARD RAIL CLAMPS

CLEVELAND FROG & CROSSING CO.

CLEVELAND, O.

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MICHAEL LYNCH CONSTRUCTION CO.

Building Construction *and* General Contractors

MAIN OFFICE:

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SHOP AND YARDS: 25-27-29-31-33 PARK ST.

KERITE

INSULATED WIRES & CABLES

For all Kinds of Railway Service, KERITE is the Pre-eminent Insulation

Kerite Insulated Wire & Cable Co.

General Offices
30 Church St.
New York

Western Office
Peoples Gas Building
Chicago, Ill.

Buffalo Storage and Carting Co.

350 SENECA STREET
BUFFALO, N. Y.

CARBON BRUSHES

The Le Valley Vitae Carbon Brush is particularly adapted for Mine Work, being proof against Mine Damp. This is why Vitae Brushes are specified by manufacturers of mining machines. Write for Catalog No. 5. Free samples on request.

LE VALLEY VITAE CARBON BRUSH CO., Tremont & Webster Aves. NEW YORK CITY

SPECIFY

EDISON Portland Cement on ALL the work ALL the time, as its fineness of grinding insures you a 10% margin of safety.

85% THRU 200 98% THRU 100

SALES OFFICES:

NEW YORK—St. James Bldg. PHILADELPHIA—Arcade Bldg.
BOSTON—Post Office Sq. Bldg.

Look for Trade Mark on Every Bag.

Baker Locomotive Valve Gear

We guarantee, all parts are interchangeable on a Baker Valve Gear

Oil cups can't be lost off a Baker Valve Gear

The Pilliod Company

30 Church Street — New York

BRONZE METAL COMPANY

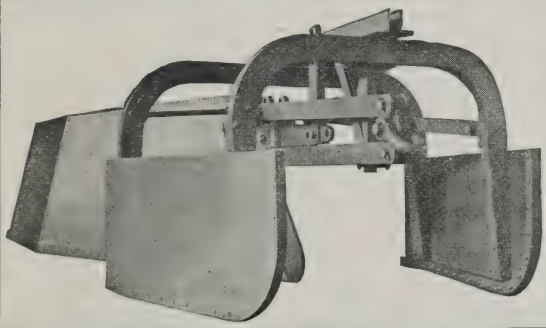
SUCCESSOR TO THE METAL CORPORATION

Owners and Manufacturers of

VIM METAL FOR BEARINGS

Manufacturers of Brass, Bronze, Composition Castings and Babbitt Metal

30 CHURCH STREET - - - NEW YORK



BUCYRUS

Unloading Plows
Wrecking Cranes
Loco. Pile Drivers
Steam, Electric & Gasolene Shovels and Drag Line Excavators
Dredges of Every Type

BUCYRUS COMPANY

South Milwaukee Wisconsin

THE RALSTON STEEL CAR COMPANY

COLUMBUS, OHIO

BUILDERS AND DESIGNERS OF

STEEL CARS AND UNDERFRAMES

Lake Erie Iron Company
CLEVELAND, OHIO

Manufacturers of
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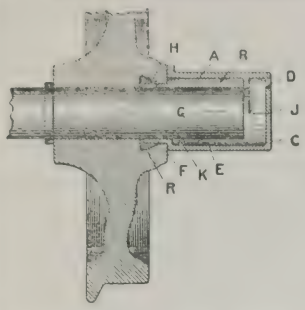

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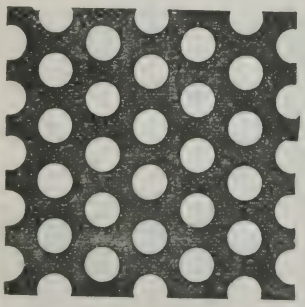

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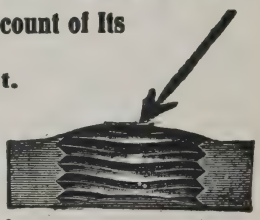

This cut shows an exaggerated curve in thread pinch.

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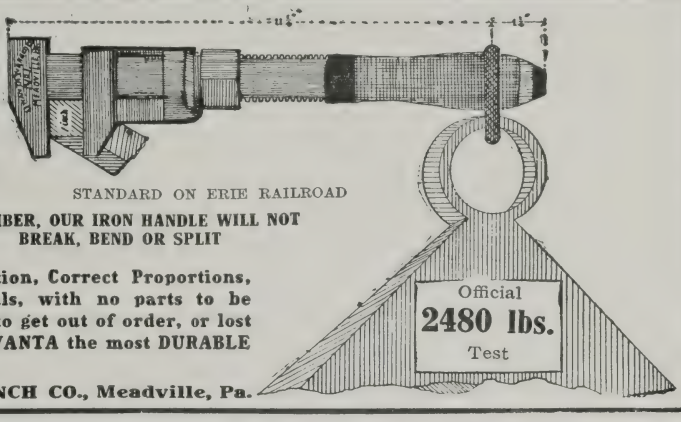

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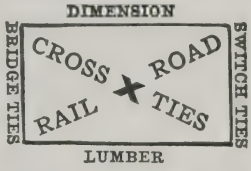

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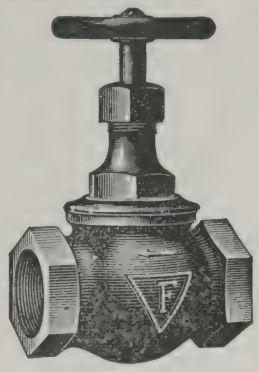

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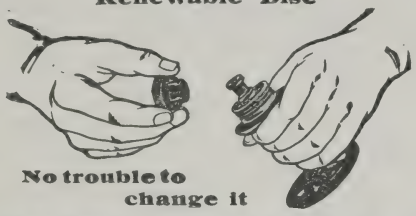

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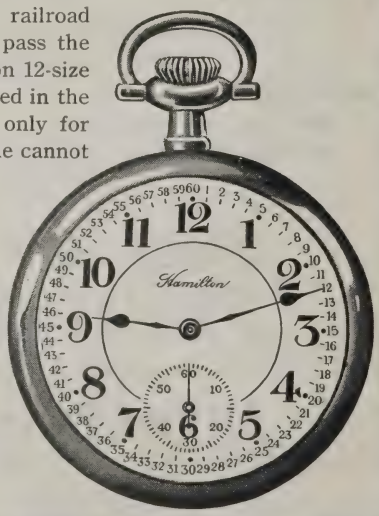

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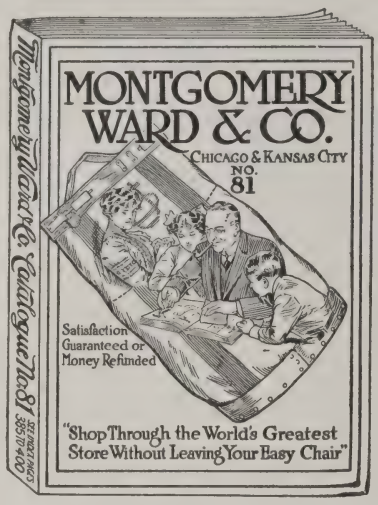

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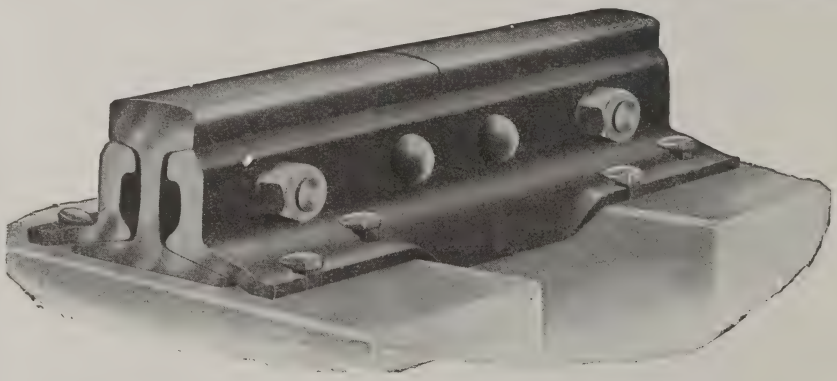

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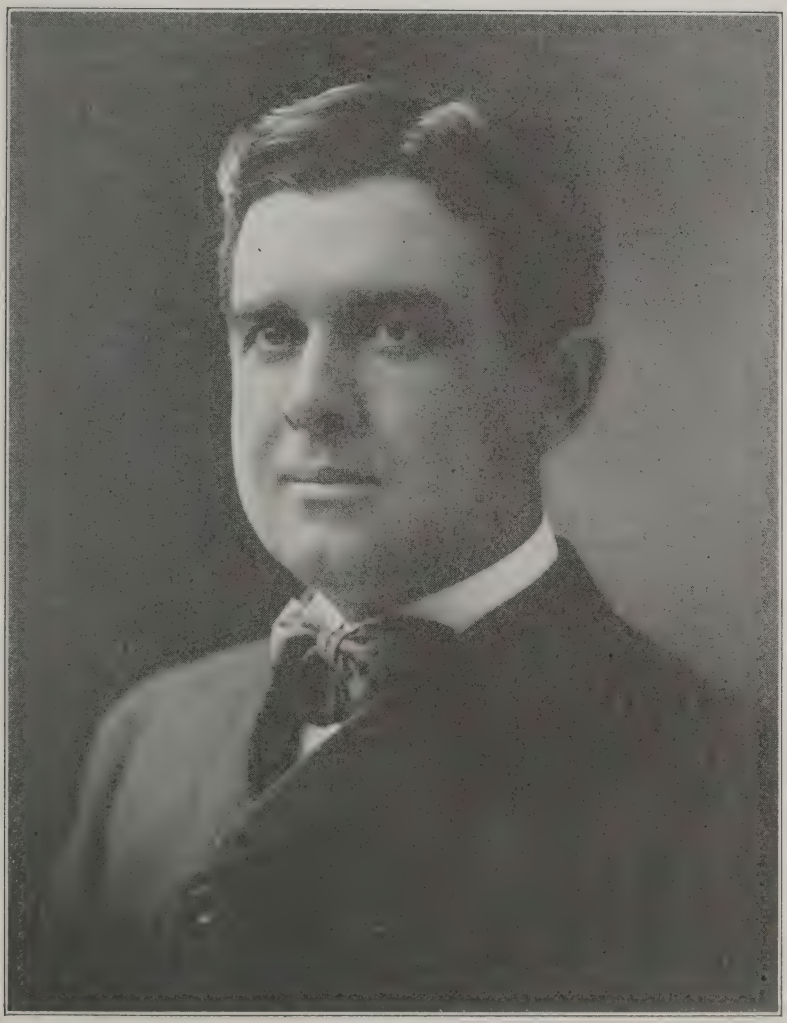
Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 8. JANUARY, 1913. No. 11.



J. T. TAFFANY.

DIVISION ENGINEER TAFFANY.

On the preceding page will be found a picture of Mr. J. T. Taffany, Division Engineer of the Buffalo Division, who is the senior member of the guild, Lines East of Salamanca, and it is a most excellent picture, too.

He is a most capable man in his chosen profession and rated among the best holding the position of division engineer on the Erie Railroad.

Mr. Taffany has a nature that impels him to hide behind the man in front of him, when it comes to "getting in the limelight," and his wishes are respected when he asks that this writeup be confined to his identification with the Erie Railroad. He very kindly consented to have his picture and sketch printed in this Magazine, because it is part of the Erie institution, and he didn't think it would be showing the fraternal spirit to keep aloof, when other officers were going in, with the idea that it would help promote an interesting feature of the Magazine.

Mr. Taffany's record is as follows: Rodman, New York Div., May, 1896-Feb., 1899, 2 yrs. 9 mo.; transitman and draughtsman, New York Div., Feb., 1899-Oct., 1901, 2 yrs. 8 mo.; asst. engr., Delaware Div., Oct., 1901-May, 1902, 7 mo.; supervisor, Greenwood Lake Div., May, 1902-Sept., 1903, 1 year, 4 mo.; asst. engr., New York Div., Sept., 1903-June, 1904, 8 mo.; div. engr., Wyoming and Jefferson Divs., June, 1904-Mar., 1906, 1 year 9 mo.; div. engr., New York Div., Mar., 1906-July, 1907, 1 year, 4 mo.; div. engr., New York and Terminal Divs., July, 1907-Mar., 1911, 3 years 8 mo.; div. engr., Buffalo Div., Mar., 1911, 1 year 9 mo. to date.

Total time of service to date of preparing record, 16 years 7 mo.; total service as division engineer, 8 years 6 mo.

LIQUOR AND TOBACCO HABIT.

Once more temperance workers and antitobacco crusaders are greeted with discouraging news from the United States Commissioner of Internal Revenue. This time Mr. Cabell sends out the information that during the three months of July, August, and September, 1912, we, as a nation, smoked 3,800,000 cigarettes, an increase of 1,000,000,000 over the corresponding period last year; drank 33,150,000 gallons of whisky, an increase of 450,000; smoked 1,950,000,000 cigars; and drank 19,800,000 barrels of beer, an increase 320,000 barrels. Upon which facts, as set forth in the daily press, the New York World moralizes editorially as follows:

"This increased addiction to liquors and tobacco has occurred in spite of a prohibition sentiment which has found expression in recent years in much new compulsory abstinence legislation on statute books, as well as in the regulations of railroad and industrial corporations, and in the face of a notable extension of the agitation against smoking in public places. No doubt the fundamental cause of the increase in both cases is the possession by the public of more money to spend for intoxicants and tobacco."

BIGGER THAN PANAMA CANAL.

The most artistic booklet ever issued by the Erie Railroad, came to light very recently, with the title "Bigger Than the Panama Canal."

It is the production of Mr. D. W. Cooke, General Traffic Manager of the Erie Railroad Company, and does this gentleman great credit, while telling, briefly, a few things to prove that the Erie Railroad is "bigger than the Panama Canal."

First, let it be said, the booklet is a decided work of art, both in a pictorial and typographical sense and conveys its meed of valuable information in condensed space, tersely told.

Mr. Cooke proves by facts and figures, that the Erie Railroad is bigger than the Panama Canal, and when the reader has finished reading his booklet the figures given for tonnage carried, will satisfy him that Mr. Cooke is absolutely correct.

The pictorial feature of the booklet is confined to twenty-eight clearly-produced cuts, which show how the new double-track and single-track work is progressing on the Meadville and Chicago & Erie Divisions. Each cut is described with a caption beneath, and they measure 6⅛ in. wide by 3⅝ in. deep.

The cover, which is in two shades of brown, shows on the front a steam shovel at work digging soil, while the back cover has a comprehensive map of the Erie Railroad—New York to Chicago and branches.

Every Erie man should try and get a copy of Mr. Cooke's booklet, and then read it, as a matter of profit and pleasure.

A reformer is usually a man who is very energetic in urging that somebody ought to do something.

To Officers and Employes of Every Grade

¶ For the efficient service rendered the public by the Erie Railroad during the past year, you deserve much credit.

¶ The owners of the property, through their Board of Directors, hereby express their great appreciation of the record made.

¶ The Executive Staff gladly tenders its sincere thanks for the results, and wishes for you all a Happy New Year.

F D Underwood

New York, December 31, 1912

TRAVELING ON THE RAILROADS OF JAPAN AND CHINA.

(Conclusion.)

"Continuing my story about my recent trip to Japan and China," said Mr. Luis Jackson, "I found that in China all the signs giving the names of the railway stations were marked in Chinese and in English. This is the same as in Japan, but the Japanese go a little further in that they mention in English on the sign the sights worth seeing in the neighborhood."

Chinese writing characters are ideographs, which suggest objects and ideas by a system of crude pictures; for instance, originally a circle with a dot in it represented the sun. With the elapse of time these ideographs have been much modified and changed. It is thought that the writing of all peoples had its origin in this way. We have evolved on this by the invention of signs to convey sounds, which by combination make words.

The Chinese, as a people, are somewhat taller than the Japanese, though in the south of China they are of small stature. Further north, towards Shanghai, they are a little taller, and as one gets into Manchuria a great many tall Chinese are met with. I saw quite a number of them 5 ft. 9 in. and 5 ft. 10 in. tall.

On the railroad trip from Shanhaikuan to Peking, I was very much surprised to find that line guarded by American, British, German, Austrian, French, and Italian soldiers, who have been there since the Boxer movement of 1900. They guard the railroad alternately by districts. When the train stopped for about ten minutes at a station guarded by American soldiers, I found six of our soldiers, to whom I introduced myself, saying they would not know me, but they would know the railroad with which I was connected, and one of them said, "I was born on the Erie at Olean," and another said, "I am from Dayton, Ohio, on the Erie." They were glad to see me and wanted me to stay over for the next train, but not having time I cigarred them and went on.

At the next district I greeted a detachment of nine German soldiers. They were very much pleased and said they had not seen in weeks a man who could speak German. They expected to be transferred in a couple of weeks to the German headquarters in China at Tsingtao; just as our soldiers expected to be transferred a little later to Tientsin. The Germans said it was only once in a while that some one stopped off at the smaller stations. They also wanted me to stay over for another train. I handed cigars around and told them we would all smoke "Hoch der Kaiser!" I next met a squad of British soldiers, and later saw several of our troops in the foreign legation quarter at Peking.

Peking is a wonderful city, and I was surprised at its many broad streets and avenues. It is true that in the Chinese quarter some of the streets are so narrow that an ordinary team could not drive through them, but the section known as the "forbidden city" is laid out in the form of an oblong, with wall and moat, and there is a broad avenue around it, with avenues parallel to this. Peking covers an immense area, on account of the numerous vacant spaces within the city; for instance, the Temple of Heaven and its grounds occupy over a square mile of ground. At the intersections of some streets and avenues the Chinese have brightly painted arches, mostly of wood—a sort of ornamental frame work, which is about a foot in thickness. Some of them are of stone. Many of these arches are monuments to the memory of great men.

There are many interesting things to see in Peking. I visited the principal temples. The great Lama Temple was in full activity when I was there. I heard several hundred children sing and saw one of their quaint ceremonies. The Lama religion is from Thibet. A priest showed me some of their prayer wheels, sacred vessels, and religious objects.

The streets of Peking are full of life. I happened to see a string of loaded camels come in from the north.

The lotus garden of Peking is a very beautiful sight. The lotus pond covers about eight acres, and is filled with large lotus flowers, about four times the size of an American Beauty rose. Some of these lotus flowers were in bloom when I was there. I recognized many of the flowers of China as similar to ours, but this is because numbers of our American and European flowers originated in China.

The Great Wall, already mentioned, the Grand Canal, the river scenes, the junks in the bay at Chefoo are all most interesting sights.

I have already said that Shanghai was a most beautiful city, the foreign

part of it being built in American and European style. Its Chinese section surrounded by a wall, is completely Chinese and unique. Ivory carving, fine brass working, silk weaving. etc., are all seen at the small open shops. Near the centre of the Chinese Section is a small lake, in the middle of which is the celebrated Tea House, reached by the zig-zag bridge, which we all remember as the "willow-tree pattern" seen on plates and pottery.

From Shanghai I took the Japanese steamer Tenyo Maru, via Nagasaki, Kobe and Yokohama, to San Francisco, stopping en route for one day at Honolulu, the chief port of our Hawaiian Islands. I had visited Honolulu before. It is one of the beauty spots of the world, and is so recognized in all guide books. Monte Carlo on the Mediterranean is probably the most beautiful place in the world, but Honolulu, with its tropical trees and flowers, the surrounding mountains, the extraordinary streaks of peacock blue of its seas, its great hotels, and splendid bathing beaches, is a place well worth visiting. Honolulu has boulevards lined with the most beautiful tropical trees, many of them with large clusters of red flowers. Stately palms are everywhere. Bananas grow along the roads, and at a little distance away from the roads, for prudential reasons, are many tall cocoanut trees. The pine apple grows in abundance in Honolulu, and the largest pine apple cannery in the world is there. A splendid system of open, roomy trolley cars runs to all the leading sights in and around Honolulu, and I think it has as many automobiles in proportion to the population (40,000) as there are in the City of New York. The several islands comprising Hawaii have about two hundred miles of railroad. One line, about one hundred miles long, is on Oahu, on which island Honolulu is situated. This railroad is three foot gauge. On the island of Hilo there is another railroad about 75 miles long, which is 4 ft. 8½ in. gauge.

When the steamers arrive, the Honolulu Band, a splendid local organization full of fire, is on the pier to greet them, and it is there when the steamers depart. This is a very pleasing feature.

On leaving Honolulu the native women come down to the steamer wharf to sell wreaths of flowers, which are bought by the passengers and thrown back to friends as the steamer leaves. Coins are thrown into the water, which the native boys, who are excellent swimmers, dive for.

This will conclude my story, and as a real author would say, the bell on the steamer rang, the whistle blew, the gangway was hauled off, the ropes were cast aboard, the Honolulu band struck up "The Star Spangled Banner," handkerchiefs fluttered on pier and steamer, the gallant ship made for the open, and we were off for San Francisco.

NEW PER DIEM RATE.

Mr. G. W. Kirtley, Superintendent of Transportation of the Erie Railroad Co., has issued the following notice to Division Superintendents, and, as it is of great importance, additional publicity is given it in this Magazine, in the hope that what it contains will be remembered by all concerned and acted on in accordance with instructions.

"It is deemed proper at this time to direct your attention to the fact that on and after January 1st, 1912, established per diem rate will be 45 cents instead of 30 and 35 as formerly.

"This will increase the importance of attention to the details of distribution of freight cars and the reckless and indiscriminate use of foreign equipment will after the date mentioned affect net earnings even more seriously than has been the case in the past.

"Please see that this is understood by all concerned and that foreign cars are handled intelligently in line with current instructions."

ROBERT W. HUNT & CO. MOVE.

For a quarter of a century the General Offices and Chicago laboratories of Robert W. Hunt & Co. have been in the Rookery. Owing to the inability to secure in that building the necessary space in which to conduct their very largely increased business, they moved Dec. 1 to the twenty-second floor of the Insurance Exchange Building, Jackson Boulevard, between Sherman St. and Fifth Ave., where they will have ample space for their offices and both Chemical and Cement laboratories.

THE "BOGIE MAN" TALKS.

Ed. Erie Magazine.

Another year has rolled around, and there are a few of the best of us left, the "Old Reliable" among the rest.

The Erie Magazine has held its own, but there is always room for improvement.

We have in the service of the Erie a great many men, and a few suffragists, who could contribute a great deal to the success of our Magazine, with a little effort on their part.

We hear them discussing matters of import almost every day, that, if given for publication, would be productive of a great deal of good. These refer to betterments on the line, to politics and existing laws on the Federal and State statutes, sometimes regretting that said laws were endorsed or put into execution. Through some effort on their part, we positively know that some of the existing laws are not suitable to conditions, as they cannot in all cases apply with reason and justice.

Some corporations are poor, some are prosperous; this is in accordance with the saying, "The poor ye shall always have with you."

Now, the poor have to suffer without any redress, and the other fellow who is prosperous on account of conditions, can stand it? Now what I want to impress on the readers of your Magazine is the fact that we are fast approaching the one thing—that the railroad employes have never had any use for in this country, i. e.: Government ownership of railroads. It's got very near to that point when the management of a railroad has to get permission from Washington in regard to how a train may be made up from one terminal to another. We have men advocating the introduction and passage of laws that act as a boomerang when put into execution. I might illustrate by the following, which is true: An influential farmer in one of our western states, in the winter time engaged in brick making, in burning the brick. The kilns attracted tramps who were passing through the country, and the farmers' chicken coops had some attraction for the tramps; also his son-in-law was a member of the State Assembly from his county, and he had him introduce a bill making it a jail sentence for any person to enter a building for the purpose of removing anything therefrom, between the hours of 9 P. M. and 5 A. M.

He was assisting his hired man one night in keeping fires used in the kiln and suggested, about 12 o'clock, that he would go up to the coop and get a chicken, and they would dress, and roast it for lunch, which he did. The hired man peached on him, and he had to go to jail.

The assembly being in session, the law had to be repealed in order to have him released. He was the first one to suffer from the law, that he had influenced, and asked to have made a statute. Your readers can draw their conclusions.

Now, a few suggestions on page 55 in the "Good Book" on firing. The last five lines of a paragraph reads as follows: "Leaky valves, cylinder packing, piston rod packing, valve stems, flues, stay bolts, etc., will receive prompt attention, when reported." Well, if that is lived up to it will far surpass the $100,000 referred to in a former paragraph relating to pop-valves.

Now, another. I believe all passenger engines displaying signals for a following section, should display green flags in lieu of metal markers, as the markers look too much like a permanent part of the engine.

In conclusion permit me to extend to all the employes of the "Old Reliable,'" and the "Old Reliable" itself, a Happy and Prosperous New Year.

"The Bogie Man."

COAL SCUTTLE ECONOMY.

The following letter, touching the important feature of economy, is contributed to this Magazine by Mr. J. B. Matthews, Erie agent at Hoytville, Pa. It is timely, and his method of caring for coal scuttles, could be followed with profit to the Company by every agent employed on the system:

"Believe quite a saving on the Erie could be brought about by issuing circular letters prohibiting spitting in coal scuttles. Where this practice is allowed the dirt and fine particles of coal adhere to the scuttle and the dampness from expectorating, rusts the scuttles out in about one year. While, if you stop this practice and keep bottoms of scuttles clean and dry—and especially clean dry—and turn scuttles upside down in dry place when through with them in spring, they will last three and four years. Have tried this and it proves out as above stated. It might mean quite a saving on whole Erie system.

How easy it is to spend the money earned by somebody else!

A GOOD WORD FOR THE ERIE.

UNDER the above caption an employe of the Erie Railroad, signing himself a "Fifty Dollar Man," sends in a very interesting article and, as he dates it from Huntington, Ind., it is concluded that he is an Erie breadwinner employed at that busy division point.

The fact that he is a "fifty-dollar man" and not a ONE THOUSAND DOLLAR MAN, makes his address to the big Erie army all the more impressive. It is an old and trite saying that it's easy to preach honesty and morality on a full stomach, but the man who sees his brother enjoying the sweets of life on an immoderate income or salary, while he plods on like our correspondent—a "fifty dollar man"—and holds out the promise in these words: "THOSE MEN WHO HOLD THE REINS OF THE ERIE IN HAND, HAD TO WORK FOR WHAT THEY HAVE NOW. THEY WERE NOT BORN WITH A GOLD SPOON IN THEIR MOUTHS, AND IN MY ESTIMATION WE HAVE JUST AS GOOD A CHANCE AS THEY HAD TO RISE INTO LUCRATIVE POSITIONS," is a hero and is made of the kind of stuff that wins in any kind of a fight, and wins conclusively.

For the benefit of all Erie men our correspondent's article is printed ad verbatum.

"Boys, if the Erie Railroad Company were to close its shops and bring business to an end to-morrow, do you realize what a hardship would be evoked to everyone of us? Do you know that Huntington would shrink to one-half its present size, and that property would decrease in value? Then, WHY KNOCK? Lay your hammer away and say a good word for the company.

"There are some of us who are looking for "pension jobs," for the express purpose of "killing time" and drawing salary. There are, furthermore, a number of us who think that the men who are big stockholders in the company, and have their millions behind them, should share up with us, a proportion of whom are drones in the hive.

"Fellows, I am not a knocker, and would like to see all of our salaries doubled; and, to be honest, I would like to have some of the millions tied up in the Erie, but we should take a more democratic (not political) stand on the matter. Those men who hold the reins of the Erie in hand, had to work for what they have now. They were not born with a "gold spoon in their mouths," and, in my estimation, we have just as good a chance as they had to rise into lucrative positions.

"I read that little book, recently published by the Erie, entitled "The Smile Habit," and, to be honest, that book did me a world of good. Above all things therein, it states a way by which we can bring trade to the company and accordingly raise our salaries. That is "boost and smile." In other words, have consideration in handling the public, and treat everyone with due respect, whether they be wealthy and influential, or friendless "wops." The latter should be given a shade the best of the treatment, for it is through this medium that they are enabled to become good American citizens.

"Summing up the whole, fellow workmen, make the things which are best for the Erie our duty to carry out, for without co-operation, the company will be a failure. Don't look upon the "old man" as a slave driver and a kill-joy; he is only human, like the rest of us. In the long run, make the Erie Company our company, and its interests ours, and let each of us do his or her own share in promoting company business."

THE MAN WITH ARMLESS SLEEVE.

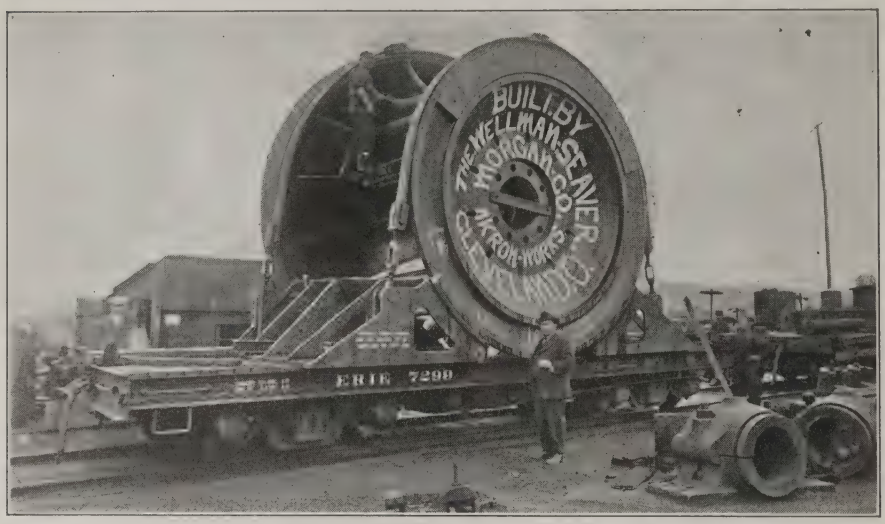
We see him, yes, we see him,
He's employed on ev'ry road;
How could we choose to be him,
Bearing up beneath his load.
There's woe upon his features,
That no smile can e'er deceive,
This handicapped of creatures,
Who displays an armless sleeve.

We pity, yes, we pity,
This big, strong and rugged man;
Who flags in ev'ry city,
Guards the crossing best he can.
He lost an arm at braking,
Has had many years to grieve,
This man hard work forsaking,
Who displays an armless sleeve.

We saw him, yes, we saw him,
When an able bodied lad;
Aboard the freights that bore him,
And they were the best they had.
But, now his days are dragging,
And there's naught that can relieve,
This man consigned to flagging,
Who displays an armless sleeve.

We warn him, yes, we warn him,
He who rides a freight today;
The message straight is borne him,
Keep remote from danger's way.
The moral to this story,
Is to think and then believe,
The man finds less of glory,
Who displays an armless sleeve.

A. W. M.



PREPARING THE BIG TURBINE FOR THE LONG RIDE.

ANOTHER ACHIEVEMENT OF THE ERIE RAILROAD.

ANOTHER achievement indicating the hustling propensities of the members of the Erie's large working force has been accomplished.

Nothing seems to get away from the Company's representatives when an opportunity offers to accomplish something, even though it represents an effort that is out of the ordinary. This story tells of how co-operation, good feeling and the ability to hustle, won for the Erie a big and profitable consignment of freight. It was a case of where the Operating, Traffic and Mechanical Departments got together and performed a feat that redounds to the credit of the Company as an organization, with a propensity of getting all the business in sight.

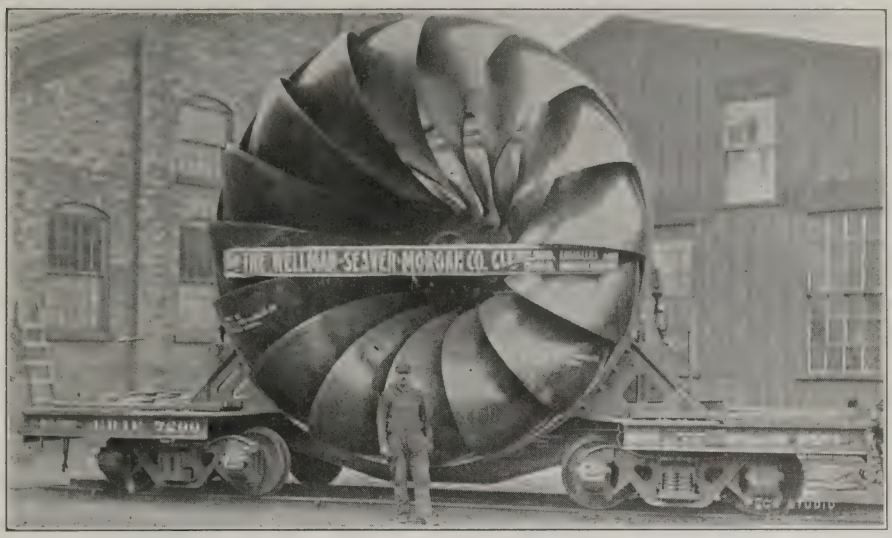
The achievement referred to here hinges on the shipment of an article of commerce so large that no car in the service was designed to carry it, so representatives of the three departments referred to above conferred, with the result that in due time a car was provided to fit the emergency.

The accompanying pictures illustrate the nature of the shipment and tell eloquently of its magnitude. In the first place the Wellman, Seaver, Morgan Company of Cleveland and Akron, Ohio, were winners in securing part of a contract to build the necessary machinery for the construction of a water power plant at Keokuk, Ia., where the Mississippi is being harnessed. Included in the contract was a turbine wheel, and it, being of unusual size, could not be shipped, unless by a car specially constructed for the purpose.

It was then that the Mechanical Department was consulted by the general superintendent of the Lines West in reference to a car, and in due time plans were made and the car was built. The head of the Erie's Operating Department and the hustlers of the Traffic Department were also hot on the trail looking after and following up the shipment itself, so that everything dovetailed just right for the big achievement.

The details of this shipment began back in June, 1911, and, after voluminous correspondence in connection with prescribed rules and regulations of handling shipments that are beyond the ordinary in size and measurement, it has finally come to pass that the Erie has handled its part of the contract in masterly fashion and will continue to do so until all the offerings connected with this particular shipment have been handled.

What makes this shipment of particular interest is the fact that the big turbine wheel shown in the pictures could not be handled on an ordinary car, which situation didn't deter the Erie from going after the business, even at the delay of constructing a car from special drawings; in fact, the car was ready for business before the big turbine was



BIG TURBINE READY TO LEAVE THE AKRON WORKS.

ready for loading. As a result of this the Erie has secured consignments from the Wellman-Seaver-Morgan Co. amounting to 130 carloads, all the result of keeping faith and pursuing the game while it was on the wing.

This entire consignment, together with what the Erie will get from another iron works at Philadelphia, which shares in the construction contract, is billed to the Hydraulic Engineering Company of Maine, Hamilton, Ill., for the Mississippi River Power Company at Keokuk, Ia.

The big turbine left Akron at 8 o'clock on the morning of November 8th, last, another shipment of material having left the works on December 20th, 1911, filling 24 cars. All went by the Erie, E. J. & E., C., B. & Q. and T. P. & W. Railroads.

The specially constructed car that carried the big turbine was number 7,299 and was of 75 tons capacity. The weight of the turbine was 121,000 pounds. Car was completed at the Erie's Kent, Ohio, shops on June 7th, 1912, and had to be of such dimensions that, when the turbine was loaded on it, a free clearance of objects was assured.

The turbine being 11 ft. 2½ in. wide and 16 ft. 2 in. high, had to be loaded 16 in. above top of rail, in order that widest part would clear 3 ft. above the rail. This brought height from top of rail 17 ft. 6 in.

Following are the dimensions of wheel: Weight, 130,000 lbs.; diameter of buckets, 16 ft. 4 in.; width, 11 ft. 2½ in.; develops 10,000 h. p.; height from top of rail, 17 ft. 8 in.

It is the largest water-wheel ever cast in one piece.

The photographs from which the accompanying pictures were produced, were taken at Akron just before the car was leaving for the West.

The transportation of this immense turbine by specially-built car is really a great achievement; it might be said it is an achievement that makes another great achievement—the harnessing of the big Mississippi River, possible, for without the turbine the Mississippi River Power Company would not be able to complete its plant.

The object of the plant is the development of a large quantity of water power in the center of the Mississippi Valley, convenient to many raw materials and a large consuming population. Its output is electric current, chiefly for power and manufacturing. Its proprietor is the Mississippi River Power Company, Keokuk, Iowa. The location, in the Mississippi River between Keokuk and Hamilton, Ill. Origin, in an intense public desire to develop this power, on the part of the people of this section of country. Stockholders: In Keokuk, Boston, New England, the East, Canada, England, Germany, France and Belgium. Its President is Edwin S. Webster, Boston, and chief engineer, Hugh L. Cooper.

Following are other interesting facts:

Plant—Dam, power house, lock, dry dock, sea wall, ice fender, all one concrete monolith with a total linear measurement of 13,185 feet, or two and a half miles.

Dam—Length, 4,278 feet plus east abutment, 290 feet, and west abutment, 81 feet; total, 4,649 feet, or 88-hundredths of a mile; width, 29 feet at top and 42 feet at bottom; height of structure, 53 feet; composed of 119 arched spans, with piers 6 feet thick and span 30 feet inside; spillway sections each 30 feet long and 32 feet high. Steel gates on top of spillways, 11 by 32 feet. Up-stream face vertical; down-stream face of spillways, an ogee curve. Dam keyed into limestone bottom of river about 5 feet.

Turbine—Francis type, special design; capacity, 10,000 h. p.; overload capacity, 13,500 h. p.; efficiency, 86 per cent by Holyoke tests; 57.7 revolutions per minute; diameter at buckets, 16 feet 2 inches; lubrication thrust bearing by forced pressure oil and also oil immersed roller bearing; single thrust bearing set above water carries rotating parts weighing 550,000 pounds. Turbine direct-connected with generator on vertical shaft 25 inches in diameter. Twenty buckets on hub. Rating based on head of 32 feet. Regulation by guide vanes at inner circle of scroll chamber actuated through a system of levers by fly balls acting on a cylinder of compressed oil.

Power developed—Capacity at generators, over 231,500 kilowatts; of turbines, 310,408 horse-power. Offered for sale, 200,000 horse-power. Sold to St. Louis, 60,000 horse-power.

The power house installation, reduced to its lowest terms, consists of carrying the water, under the pressure of its head, to turbines, through water wheels, and from them to the river at the lower level.

The water is carried through tubes and in its passage its impulse turns the turbine wheels, the axles of which actuate the electric generators on the same shaft.

Physical conditions here, such as the comparatively low head of water in ratio to its quantity, and the consequent slow rate of revolution of the turbines, presented some problems of design which have been worked out with sufficient success to attain an efficiency in the turbines of 86 per cent with 57.7 revolutions per minute and an output of over 10,000 horse-power for each turbine. A recent government investigation reached the result that 75 per cent efficiency on the shaft most correctly represents actual practice today, while many engineers base their estimates on 80 per cent. Text books and writers of high authority in hydraulics use from 75 per cent to 78 per cent in their calculations. Considering the available head here and the rate of the turbines, the efficiency attained in this installation is considered very satisfactory—it is the highest efficiency attained and demonstrated by Holyoke tests for turbines of this character, at the present writing.

The normal capacity of each turbine here will be slightly over 10,000 horse-power. Their overload rating is 13,500 horse-power—that is, they may be pushed to this extreme load for a time in an emergency. Their rating is based on a head of 32 feet.

THE COLLEGE UPLIFT.

Information gathered from United States Government reports, in addition to that from heads of various agricultural colleges and universities, shows below encouraging conditions, and possibly, indirectly, a partial solution of the high cost of living. It is good news any way you interpret it.

Students enrolled in four-year courses in various agricultural colleges:

	1910-11	1911-12
New York	597	806
Pennsylvania	400	485
Ohio	389	584
Michigan	412	569
Wisconsin	502	642
Illinois	712	818
Indiana	256	319
Missouri	403	489
Kansas	428	427
Nebraska	247	332
Iowa	532	589
Minnesota	289	324
Massachusetts	402	477
Total	5,569	6,801

WERE TWO GEESE.

He—"I see a goose which drinks beer and dances is a curiosity on exhibition in London."

She—"Why a curiosity, dear? You drink and dance, don't you?"

ERIE'S INTERESTS IN CANADIAN TRAFFIC.

By M. MacGregor, General Canadian Agent, Toronto, Ontario.

IN WRITING of the General Canadian Agency of the Erie Railroad, one is inclined to a retrospective view, quite as much as towards the prospects and possibilities of the future, bright and encouraging as the latter may be.

It is just another instance of that peculiarly Erie trait, referred to at the Chicago meeting of Erie Railroad officials, May last, by Mr. H. A. Wheeler, that the Erie had been ever in the fore-front with new ideas and new methods for the betterment of its system, when I say the Erie was the first of what we know as the "Trunk Lines"—indeed I believe of any United States Railroad, to establish a permanent agency in Canada. In 1872, or just forty years ago, what was then the Erie Railway Co. opened its office in Toronto, with Mr. E. L. Slaughter, a typical southern gentleman, in charge.

The city of Toronto had then a population of about 160,000, while the census of 1912 gives 410,000. In common with many cities and towns of the country, Toronto is an Indian word meaning a meeting place, originally a trading post, and, while remaining faithful to its name, has developed into a great commercial distributing centre.

This city is served by the three great Canadian transcontinental railroads, Grand Trunk-Grand Trunk Pacific System, Canadian Pacific Railway and Canadian Northern Railway, besides being situated on Lake Ontario, with an unexcelled harbor, has water communication with the entire St. Lawrence River and Great Lakes waterways.

While I desire to avoid having this letter appear as any sort of a writeup, or a statistical report, at the same time I am of the opinion that but few of the Erie Railroad Magazine readers have any comprehensive ideas of the extent of this territory or of the very large volume of traffic it interchanges with the United States. So that at the risk of seeming to present a "tonnage report," I cannot refrain from giving a few figures that I believe will not only be interesting information, but will afford a stimulus for increased effort to secure a greater portion of this immense traffic with this country.

Of all the Canadian Provinces, Ontario stands pre-eminent in population, in railway mileage and waterways, in electric power, in variety and magnitude of its natural resources, in manufacturing and in the value of its agricultural products. It has an area nearly as large as France and Germany combined, and extends from the United States on the south to James Bay on the north—750 miles—and lying 1,300 miles from Quebec on the east to Manitoba on the west; a total land area of 140 million acres, with 1,200 million dollars invested in agriculture.

Ontario's 400,000 acres of fruit lands produce 75 per cent of all fruits grown in Canada, and yet this country imported $8,575,000 worth of fruits from the United States in 1911.

The total value of imports from the United States into Canada for the fiscal year of 1911 amounted to the large sum of $285,000,000, and, were I to enumerate the full list of articles with their values going to make up this immense total, it would, I am afraid, require much more of the Erie Magazine's space than the editor would consent to. But, I cannot refrain from tabulating a few of them, which I hope will convey to every Erie man a clearer idea of his wide field of endeavor and the possibilities of securing increased business:

Coal and coke, $32,103,000; books, magazines, periodicals, $3,320,000; carriages (automobiles), $6,626,000; cordage, twines, etc., $2,259,000; drugs, dyestuffs, chemicals and medicines, $7,893,000; electric apparatus, $4,578,000; gutta-percha, India rubber and mfrs. of, $5,881,000; hides, skins, etc., $2,244,000; leather and mfrs. of, $4,000,000; iron and steel and mfrs. of, $64,261,000; musical instruments, $1,125,000; oils, $6,673,000; provisions, $3,840,000; settlers' effects, $10,000,000; tobacco, $3,451,000.

As I have already said, I do not wish to tire the reader with lengthy statistics and will not attempt to enumerate all commodities exported from Canada to the United States. Uncle Sam is not as good a customer of Canada as she is of him, yet during the same 1911, Canada sent over the border goods to the value of $132,159,000—logs, lumber, pulpwood, livestock and animal products, agricultural products and various manufactures being a few of what would make a long list, were all items enumerated here.

There are great natural resources in Canada, from which the United

States may obtain such supplies and does to the above extent, even with the present high tariff wall.

The estimated quantities of standing timber in Canada available for cutting are twenty billion five hundred million feet, and of pulpwood on unlicensed lands, three hundred million cords.

Building operations are very active throughout the whole country, which in Toronto alone for the current year will amount to fully $25,000,000.

Though, undoubtedly, the conditions surrounding the avenues of trade, and consequently of lines of traffic, differ greatly as between the various states of the Union and between the United States and Canada, by reason of the difference of flags, nationality or national sentiment (even in commerce), customs duties, etc., yet the fact remains there is an immense interchange of commodities between these two countries.

This agency is established here, and similar ones are placed throughout the United States, for the object of securing as large a portion of this international commerce as possible for the Erie Railroad. It, therefore, devolves upon every man in the service of our company to keep vigilant watch within his territory, for not only interstate but international business.

By sending to this office definite information of all prospective business to move into or from this territory, to that extent will the efforts of both ends of our organization be made operative, with a proportionate possibility of securing traffic for the Erie Railroad.

I am not at all in sympathy with those who say a railroad company is an impersonal soulless corporation, but, on the contrary, I believe it has life and effectiveness, just to the degree and extent that the living men connected with it infuse their own personality into the work.

Mr. MacGregor, general Canadian agent, has jurisdiction over the entire Dominion of Canada, east of Port Arthur, Ontario.

AN ERIE POET'S MUSE.

Among the employes that do their daily turn at the Erie's Meadville Shops, is Mr. Frank M. Walling, who is a stenographer in the office of Mr. E. A. Wescott, superintendent Car Department, and takes dictation also from his honor, Frank M. Graff, Mayor of Meadville, who is Mr. Wescott's chief clerk.

Mr. Walling is possessed of the poetic muse and was good enough to contribute to this Magazine several poems. Two of these are printed below and others will follow in another issue.

BATTLE HYMN OF THE BULL MOOSERS.

Mine eyes have read the story of our leader's sad defeat,
He's been tramping through each village toward the Presidential seat;
Though the obstacles confronting us are terrible to meet,
For Teddy we'll march on!

We have heard of Ted's orations, how they circle o'er the land;
They have billed him on the ballot, victory waited at his hand;
Why our adversaries conquered we can scarcely understand—
For Teddy we'll march on!

'Tis our duty that the "Willies" be transported o'er the sea,
For the glory of our Teddy, that his figure soon might be,
In the Capitol at Washington, and draw a handsome fee!
For Teddy we'll march on!

So we'll muster up our party and the battle we'll renew;
Perhaps we'll stand a better chance in 1932,
If opponents who have triumphed we by that time can subdue—
For Teddy we'll march on!

THEY SAY—!

Friends have told me I can write—
Well, that's nothing very bright;
For a first-grade scholar does as much with ease;
And they say I can compose—
Ah! but every printer knows
How the office "devil" such a task will please!

And they say I am a rhymer—
But a rhyme assists a climber,
And a ladder with no rhyme—you scarce would know it;
Yet their statements are, forsooth,
Quite compatible with truth,
Though I've never earned distinction as a poet.

THIS ROAD HAD CURVES.

A station master in a Kansas railway station recently dug up an old notice, taken from the window of their passenger station, which had been posted there by a passenger who had been having his experiences over a new line not too carefully ballasted. The passenger wanted to record his sentiments, no doubt, and as soon as he alighted, he went to the station window and pasted the following effusion:

This winding in and winding out,
Leaves one's mind in greatest doubt
As to whether the man who laid this track
Was going to hell or coming back.

This expression may not be strictly classical, but it indicates that there were curves in the roads then as well as now, only more so.

WON BY HORNELL SHOPS FIRE LADDIES.

HORNELL'S TROPHY WINNERS.

In the August number of this Magazine the story of the sixth annual tournament of the Erie Railroad Shops Fire Department was told.

Not satisfied with the victory won on that memorable day, the Hornell boys came back to the old home and then went after more scalps. The popularity of this good team spread like wildfire throughout the neighboring country, including Pennsylvania, and the people were anxious to see them perform.

When the autumn tournaments took place the Hornell boys were invited to compete and give exhibitions. Just how well they made out is best described in the above picture, the three trophies being won by them—that is to say—two of them were. and the third—the one on the right—was won by the Shops baseball team on the very day that the fire laddies made the big haul at Huntington, all of which is paradoxical. The fire house at Hornell is now so full of trophies that it looks like the shop of a silversmith. and the boys say they intend bringing in more, even though Master Mechanic Laizure may have to make requisition for a larger table.

It may be added that, when the Hornell team visited Susquehanna on September 18th, to attend the firemen's day celebration, His Honor, the Mayor, presented the boys with a key to the city. It is made of wood and more than two feet ling, giving the impression that the locks of Susquehanna doors are as large as ordinary doors, themselves. This key occupies a space over the door of the trophy room. The fact is the Hornell team discards nothing except applause, and it is said that Mr. Laizure is arranging next year to have that canned for phonograph use.

The accompanying picture shows three of the six prizes won by the Erie Shop Hose Company during the season of 1912. These cups were won at Bradford, Pa., and Galeton and Hornell, N. Y.

The cup as shown in the photograph at the extreme left of the picture represents second prize (which was seventy-five dollars), won at Bradford in the two hundred-yard, free-for-all hose race. This race demonstrated that the Hornell boys are not strictly a fair weather running team, as the race was run in a rain storm, with two-thirds of the track under several inches of water. A very commendable feature in this event was the fact that, while the team had paid its own expenses and won a cash prize, pride in the organization prompted the boys to take a large percentage of the winnings and purchase this beautiful trophy as a souvenir of the event, and increase their fine collection of trophies, which number eight, in their club rooms at Hornell. This all goes to show that there is something else in this world besides the "almighty dollar," as far as the Hornell boys are concerned.

The handsome cup in the center of the group was presented by the Seven County Fireman's Association at their convention held in Galeton, N. Y. This was presented to the Erie Shop boys as a prize for an exhibition hose race given by them under the same rules that govern the regular Erie races. Many compliments were extended the team, as it was the first time many had seen this style of racing.

The cup on the extreme right of the picture was won by the Erie Shop Hose Company's baseball team, which won first honor in the Twilight League. It was composed of eight teams, representing the Y. M. C. A., the Erie Shop and six industrial plants

in Hornell. This cup was won on the 23rd of July, 1912, the same day that the running team covered itself with mud and glory at Huntington, Ind.

As this concludes all honors and prizes in this locality, the boys are forced to retire, with the hope that next year will find them stronger and fighting for everything in sight.

FROM A CLEVELAND WIT.

The following poetic effusion was sent to this Magazine by a well-known good fellow belonging to the Erie's family at Cleveland. In submitting it he wrote:

"This stuff any good? If not, return it. It came to me from a widow whose husband is dead, and she found these among his effects. Return when you get through with it."

He's a wit and dontcher forget it. The other offering was an ancient time-table of the A. & G. W., which will appear later on. The poem is entitled:

A Legend of the Northwest.

A Jay-bird sung unto Daniel Drew
"Buy up Erie—I'll see you through.
Buy it strong, buy it long,
And we'll 'sing the Street,' with my little song.
We'll 'skin' the streets with our tricks that are mean,
"And we'll 'corner' the 'shorts' a bit, I ween."

So Gould appeared unto Daniel Drew
Like a mine of Gould without the "u;"
Like a mine of gold, with its project bold,
And the song that he sung, and the tale he told,
And Drew bought Erie, early and late,
Eagerly taking the tempting bait.

But Erie went up, and little he thought
That Gould was selling the Erie he bought;
So he bought it strong, and he bought it "long,"
And Gould "unloaded"—so runs the song;
Spouting the stock with "his uncle" so,
Was a cleverish sort of a trick, you know.

And again the Jay-bird sung his lay.
(Warbling his matin song for pay),
"Northwest you ought to sell out short,
It's sure to drop and we'll see the sport."
"It oughter be safe," says Uncle Dan,
"And we'll 'skin' the street with our little plan.

"We'll cover our track in Erie best
With a sort of a feint in feint Northwest."
"That's very true," says Daniel Drew;
And again he saw Gould without the "u."
So Daniel conned o'er his morning sausage
The shortest course through the Northwest passage.

Oh, earnest and honest Daniel Drew,
Pray beware of the thing you do;
Mind the bears, with their hugging airs,
Or they'll gobble your twenty-four thousand shares,
While vainly you seek to expand your chest,
With the bracing breeze of the far Nor'west.
Northwest went up and Erie fell,
And the "whipsawed" Daniel felt like—well—
It may be just a little sea,
And his use of language was somewhat free;
And many a time throughout the day
He exclaimed, "Nor'west's a risin', I hear 'em say."
Nor'west rose, and Daniel was short;
There was none to be borrowed and none to be bought.
With never a rest, they shouted their best,
"Two hundred and thirty is bid for Northwest."
And one asked Daniel, "How's this for 'biz'?
Is Nor'west risin'?" Quoth Daniel, "It is."
So Daniel "lay down" in the lion's den,
And many a squeal he squole? but then,
He said, "I've been sold by a Jayhawker bold
With the songs that he sung and the tales he told—
A spellin' lesson I'll learn for true.
I'll never spell Gold again with a "u."

—The New York World.

EXPEDITION OF LETTERS.

Letters addressed merely "Erie Railroad Company," received in one department, when they should have gone to another department, should be promptly re-enveloped and sent to that department without a letter of transmittal. Such letters of transmittal take time to write and serve no purpose.

PROPER MARKING OF UNCLAIMED FREIGHT.

By Mr. J. O'Rourke, Erie Agent, Weehawken, N. J.

THE agents of the Erie Railroad recently assembled and held an important meeting at Cleveland, Ohio, and engaged in the discussion of many important topics. Among the papers submitted was one prepared by Mr. J. O'Rourke, the Erie's agent at Weehawken, N. J. His paper covers a subject that would appear to be of vast importance, in view of the annoyance the Company is put to, not to mention the expense of handling unclaimed freight at Weehawken, same arriving with tags that do not contain the proper marks.

Mr. O'Rourke, being located at the point where the trouble exists, is in a position to know, and he imparts his knowledge in a comprehensive way in the following paper.

"Notwithstanding the fact that instructions are in effect regarding the proper method of handling and disposing of merchandise, usually referred to as "unclaimed freight," there still appears to be doubt in the minds of a great many, as to the proper method to pursue, and it is for the purpose of correcting or minimizing the expense and annoyances, incident to improper handling, that I am bringing the matter to the attention of the members of this association individually. Permit me to refer briefly to a few points in illustration.

Shipments are received every week at the unclaimed freight stores without proper tags, showing whether they were found over without marks, unclaimed or refused at the original destinations. The absence of the information called for on the tags, such as name of station, over, short or damage numbers, delays, disposition of the freight, until the necessary information is obtained in some other way. Shipments checking over without marks may be disposed of without further formality, while shipments refused, unclaimed or damaged, must be handled, in accordance with the legal requirements of the State, which provides for storage for a certain period, advertising the sale for a certain number of days, etc.

Iron, Steel and castings which check over without marks, should be sent to the storekeeper at Meadeville, Pa., in conformity with Freight Claim Adjuster Barlow's circular No. 55, instead of sending same to Weehawken. Company's material, including station supplies, baggage trucks, track tools, castings and machinery, are very often picked up at stations and forwarded to the unclaimed freight stores, instead of making an effort to dispose of the material properly.

Perishable freight, cereals, flour, liquids, affected by extreme cold, and commodities which deteriorate in storage; powder, oils, acids, explosives and inflammables of all kinds, should be disposed of in accordance with instructions of the freight claim adjuster, or, as ordinary prudence would dictate.

Property which properly belongs in the unclaimed freight stores should be carefully tagged to enable the storekeeper to identify the package; and this can be readily done, if instructions are observed in applying the tags and in showing marks on the packages, and OS&D numbers in billing.

The observance of the above suggestions, and the exercise in even ordinary care, will materially help the situation, save the cost of re-handling, prevent liability of wrong delivery, relieve congestion in the unclaimed freight stores, and enable the company to realize something on the sale of perishable freight, when disposed of seasonably."

TRAINMEN HOLD ELECTION.

Hohokus Lodge No. 299, B. of R. T., consisting of Erie Railroad men, held its annual election on Dec. 11 last and then enjoyed a banquet and cabaret entertainment at Hotel Manhattan, Paterson, N. J.

Following are the officers elected:

George Eisenberger, president; George V. Gallagher, vice-president; Thomas J. Alexander, secretary; William B. Hoops, treasurer; H. Chadwick, chaplain; E. R. La Duke, inner guard; John L. Walling, outer guard; Emmett Wall, warden; D. Ball, conductor; Benjamin F. Dow, alternate delegate. George Eisenberger was elected delegate to attend the tenth biennial convention of the grand lodge, to be held at San Francisco, Cal., in May, 1913. This is the fourth time that he has been honored by being elected delegate.

If kisses were poisonous only a few girls would live to graduate.

If you would discover a man's sore spot, keep quiet and let him talk.

THE Old Man's countenance was not wrapped in the sunny cheer, that becomes the Yuletide season, and it could not be expected, in view of what has been going on in the wanton abuse of freight cars—the vehicles on which the Company largely depends as a means of existence and a larger increase in earnings.

Gaffney, of course, was summoned to the private office, but what little he said to his superior was of much less importance than what the latter said to him, for the Old Man held the handle end of the whip and had the argument down pat.

"First," said the Old Man, "I have in mind one fact; the Erie Railroad in earning money is limited to the number of cars it can furnish for handling freight." He winked his left eye as he addressed Gaffney in this suggestive language. "There is a load for every empty car, and if all concerned in the use of cars will keep this condition before them constantly and aim to secure empties, the earnings could be largely increased."

The Old Man had been out on the line and he didn't have to wear goggles to see the abuse of the Company's freight equipment. He saw cars lying idle in the yards, in sidings and at terminal points, some empty and others but partly loaded. He knew they could be unloaded and put in service, if the proper interest in the Company's welfare were observed, and he told Gaffney emphatically, that he knew every Division Superintendent is in general charge of car movements on his line, and should give it his personal attention.

Gaffney took out his note book and jotted down a few things, telling the Old Man he had noticed a car up the road containing a solitary frog and switch point that the Division Engineer didn't seem anxious to unload, and he knew of another instance where a harvester company was asking for cars and couldn't get them because cars were not being unloaded promptly.

The Old Man was righteously indignant, and when he ruminated for a moment over what Gaffney had said, he replied in words that carried force enough to make his meaning plain: "I'll take care of the delinquents, just leave that to me; as to the Superintendents, I do not expect them to ride over their divisions every day, but they are expected to inspect the car reports daily and receive reports from their trainmaster and road foreman of engines, who ride over the road daily.

"And do you know that the car distributor can add materially by keeping a closer watch on cars and require them to be unloaded more promptly, the most important feature being that they should have them moved promptly when unloaded.

"It is the duty of the station agent to personally look at every car in his yard every day, and, with the exception of the larger yards, like Chicago, Buffalo, Jersey City, Cleveland, Cincinnati and Youngstown, the station agent could spend the required amount of time each day in looking the car situation over. In the larger yards the station agent can designate a certain subordinate to perform this service for him.

"The yardmasters should go over their yards every day and know just what cars are in the yard. Yardmasters can improve the situation materially by furnishing a card or a bill for each car in their yards and keep it in their office, so that they would have in their possession a document representing every car; if they did this, there would be no more losing of cars.

"The yardmasters can also make it a rule to gather all empties that could

be forwarded and get them out of the yard towards their destination. It is not infrequent for yardmasters to permit two or three cars to stand on a repair, sand, coal or ice house track, and particularly when loaded with Company material. I have known yardmasters to permit a gondola with one frog in it, or a flat car with two rails on it, to stand in front of the yardmaster's office for two weeks until some officer came around and told the yardmaster to get the section foreman to unload the frog and the rails, which took about ten minutes; the cars, in the meantime, being very badly needed.

"The Division Engineer to whom a large amount of material is billed and who knows just what material is needed, should be advised as to the necessity for empty cars and should personally see that they are promptly unloaded.

"With some Division Engineers no attention is paid to the prompt unloading of material, whereas if they were, personally, losing $5.00 per day, they would give the leak very close attention. But, they can see a car lying around with a new frog, a rail or two, or a new switch in it, and, while they know that the railroad is losing $5.00 per day by not having the car, it does not appeal to them, and it is usually necessary to call their attention to it. They will order cinders and other material in large quantities and make no provision for unloading them until someone calls their attention to it. There are generally 1,000 cars of Company material on hand on the property, and the Division Engineers, supervisors and section foreman, should be thoroughly educated as to the importance of unloading cars and moving them.

"The way freight conductor is also an important factor in moving cars. If they will give the movement of empties their close attention and move empty cars from blind sidings without waiting for an order to do so, and then keep the train dispatcher advised, much saving could be affected in that direction. A way freight conductor should have a general knowledge of the empties required at all local stations. They should also keep in touch with the special equipment so they will know if there are any furniture or refrigerator cars that are scattered around their district, that could be given a load. If the train dispatcher would keep the way freight conductor advised as to what equipment is required and at what points, the way freight conductor can cooperate with the train dispatcher in filling orders.

"If all the employes specified, who have to do with the prompt movement of cars, would apply themselves to this condition and endeavor to work them out, the Erie Company could increase its miles per day materially. The average miles per day for cars on the Erie Railroad is below the average, and it should be the best."

While the Old Man was delivering his peroration, Gaffney looked at him intently, and as though he wondered where he obtained all his information, and, believing he had finished, started to walk away, when the Old Man called him back, with this suggestion: "Just wait a minute; I have a few details and figures to give you." And he gave them in this way:

"In order to develop the maximum car efficiency three factors are essential:

(a) High average daily mileage per car;
(b) High tonnage per loaded car;
(c) Low percentage of empty car mileage to total.

"Throughout the fiscal year ending June 30th, 1912, there was an average of 54,867 system, foreign and private line cars on line. This equipment moved a total of 488,010,403 miles, or an average for each car of 24.42 miles per car. Had we been able to equal the record of some of our competitors, i.e., 28 miles per day, the same traffic would have been handled with over 7,000 less cars. Such a reduction in equipment used would have saved the railroad in per diem charges alone $744,700.

"During the fiscal year mentioned 1,633,691 freight cars were loaded to protect 36,961,686 tons of freight, an average of 44,429 pounds per car. Had the loading increased but 1,580 pounds per car, 56,670 less cars would have been required to transport the same traffic. Closer attention to securing higher efficiency from equipment loaded would doubtless have developed this result. During the past fiscal year the average distance haul per ton was 184.6 miles, therefore this slight increase in lading per car would have reduced our car mileage to the extent of 10,461,282 loaded car miles, which, at 2½ cents, estimated cost of handling a loaded car one mile, would have meant a saving of $261,500.00 during the year.

"For the fiscal year ending June

30th, 1912, our per cent of empty car mileage to total was 28.8, compared with 28.4 a year ago. Had we equalled last year's performance, 1,952,041 car miles would have been saved which, at 2½ cents per car per mile, estimated cost of handling, would have reduced operating expenses $48,800 for the year.

"There is, of course, no dependable method of computing the amount of revenue that a railroad loses during periods of car shortage as a result of business moving via competing lines, which might have been protected had cars been properly expedited by all concerned. In the foregoing, therefore, this latter very important factor has been ignored, for the reason that, while much revenue is sacrificed on account of the indifferent handling of cars, definite amounts cannot be stated. However, we have on the one hand definite statistics covering the average miles per car per day, tons per loaded car, percentage of empty car mileage to total, and, on the other hand, information as to the results attained by our neighbors similarly situated, which information has been used as a basis for the comparisons or deductions.

"Figures contained herein demonstrate that had we equalled the record of some of our neighbors in the three items mentioned, we would have saved an amount sufficient to pay for 15 miles of second track and have enough left to buy 5 Mikado locomotives."

CASE OF BAD RAILROADING.

It is desired to call the attention of readers of the Erie Magazine to a case that came to the notice of an official on one of the divisions of this railroad, where a yard engine was going to deliver a train of fast freight from the Erie Railroad to a connection.

In making this movement, it was found necessary to use the main track against the current of traffic for a distance of four or five hundred feet to a nearby crossover, where they would cross to a right-hand track.

A brakeman with five or six years' experience was left as a flagman at this crossover, there being no trains due to flag while this movement was being made. Nearby in the opposite direction another switch engine was working, making up a draft of cars on the main track. When they got their draft ready it was necessary for them to shove ahead over this crossover, as they were obliged to use it in order to go on the other track to get to the territory where the draft was for.

The brakeman who was acting as flagman at this crossover allowed them to shove by him, and in doing so, they collided with the engine that had hold of the draft of fast freight, breaking one car and the end sills on both ends of the tender of one engine.

This accident could have been prevented if the flagman had carried out his instructions literally, or, if he did not do this, and wanted, as he said, to help out by not delaying the other engine, he should have made them wait until he got a signal to his engine to stop, before he allowed them to shove by the crossover.

A HERO OF THE RAIL.

GILCHRIST.—Elton C., aged 17, son of Mr. and Mrs. G. D. Gilchrist, of 2 Lakota St., West Park, O., died Dec. 9.

The above death notice appeared in a Cleveland daily recently.

Only a funeral notice, you say. Maybe. But there's a story behind it—a story of a dying son by the side of the track, and of a father's devotion to his duty by leaving the boy and hastening to flag two trains, hurtling toward the wrecked engine, in entire ignorance of the danger ahead.

Monday night, Young Gilchrist, running for the first time with his father, is in cab of engine. A connecting rod breaks, shearing off engine cab. Boy injured fatally.

Father hastens to son's side, picks him up and lays him in wrecked engine cab. Suddenly the thought of two other trains, one coming from behind, and the other passing by on the other track, torn by wrecked engine, flashes upon his mind.

Instantly he leaves the boy's side, with a last tender glance, and, ordering a brakeman to flag the train behind, grabs a lantern and hurries up to stop the train passing by on the other track. Both trains stopped, and passengers saved.

Facts in the case sent by friends of the engineer to the headquarters from which Carnegie medals come.

A good bit of sympathy is wasted on the poor that is needed by the rich.

THE ERIE ROLL OF HONOR

J. E. Kelly, Station Agent,
New York Division.
G. W. Wallace, Engineer,
New York Division.
R. W. Peck, Station Helper,
Delaware Division.
Hugh Nelson, Baggage Master,
Bradford Division.
R. F. Grimes, Brakeman,
N. Y., S. & W. Division.

On a recent occasion while a freight train was passing Southfields Station, on the New York Division, Agent J. E. Kelly noticed a loose board over one of the car doors and in such a position that it might have struck and caused damage to a passing train. Mr. Kelly took prompt action to have the defective board eliminated before damage resulted. For this interest in the Company's welfare. a credit mark has been awarded him.

G. W. Wallace, an engineer on the New York Division, has been given a credit mark for efficient service rendered. While bringing his train, number 616, to Jersey City, a broken link hanger developed shortly after leaving Haverstraw, N. Y. Notwithstanding this handicap, Engineer Wallace brought his train in on time.

While train 86 was passing Hancock, N. Y., Delaware Division, on a recent date, R. W. Peck, a station helper, noticed a brakebeam dragging under one of the cars. For his watchfulness and the prompt action he took in stopping train, a credit mark has been added to his record.

Hugh Nelson, employed as baggage master at Bradford, Pa., on the Bradford Division, has been awarded a credit mark for splendid service rendered the Company. Nelson, in keeping a lookout about the station, noticed that unknown persons had made preliminary arrangements to enter the station, with apparent design to rob it, and took prompt measures to frustrate the plan. No one was arrested, as Nelson's vigilance evidently scared the miscreants off.

While acting as brakeman on extra 60, Richard F. Grimes of the N. Y., S. & W. Division, discovered a broken rail on Spring Brook Viaduct, and took the necessary precaution to avoid a derailment. For this interest in the Company's welfare Grimes was awarded a credit mark.

MAN IS A FAILURE.

When he has no confidence in himself nor his fellow men.

When he values success more than character and self-respect.

When he does not try to make his work a little better each day.

When he becomes so absorbed in his work that he cannot say that life is greater than work.

When he lets a day go by without making some one happier and more comfortable.

When he values wealth above health, self-respect and the good opinion of others.

When he is so burdened by his business that he finds no time for rest or recreation.

When he loves his own plans and interests more than humanity.

When his friends like him for what he has more than for what he is.

When he knows that he is in the wrong, but is afraid to admit it.

When he envies others because they have more ability, talent or wealth than he has.

When he does not care what happens to his neighbor or to his friend so long as he is prosperous.

When he is so busy doing that he has no time for smiles and cheering words.

SENSITIVENESS.

The smallest bird cannot light upon the greatest tree without sending a shock to its most distant fiber. Every mind is at times no less sensitive to the most trifling words.—Lew Wallace in "Ben-Hur."

A CHICAGO & ERIE "RED-SPOTTER" NAMED BRINEY O'CONNOR.

THE BRINEY O'CONNOR.

On the Chicago & Erie Division, they have an engine whose number is 725; it has a name, also, and it is "Briney O'Connor," which is the name of its engineer, as well. Engine 725 belongs to Class G-5, which is a bantam, as compared with the K-1's, but Briney wants it understood, that no engine on the Erie has anything on his namesake, when it comes to holding up the train schedules, and he's as proud of her as a hen of her newly-hatched brood.

One cold day in the middle of December, the writer was standing on the platform of the Huntington station chatting with Superintendent Mackrell, when what should back down to hook up to her train, but the Briney O'Connor, looking as bright and proud as a wax doll on a Christmas tree. Briney was in the cab and so was his fireman, and as Superintendent Mackrell approached the former jumped down, extended his hand and was introduced.

It might be said that Briney's hand was very grimy; he had been wiping off his "Red-spotter," as is his custom before leaving, and she surely looked to be the "goods." Then Briney was told that after he was written up in the Magazine no one on the C. & E. would speak to him, and he appeared disconsolate for a moment, but when he pulled himself together, replied that he would take a chance on the "Family book."

Then Mr. Mackrell and the writer adjourned to the Restaurant de Murphy, and when the light luncheon was over Briney appeared with two good cigars, and laying them down beside Mr. Mackrell, said, "Gentlemen, smoke these after lunch, they will do you good. The little wrapper encircling the cigars bore this brand—"Monopole," which proved to be of the first class—the kind that Briney smokes.

But, to return to the "full dinner pail," Briney O'Connor is a little fellow and full of energy. To him belongs the honor of having run the first engine on the Chicago & Atlantic, now the Chicago & Erie. He has always been an exemplary man and engineer —a man that could be trusted implicitly at all times and never betrayed faith; that's why he runs a red-spot engine with his name on the cab. His record is absolutely without a flaw. His biography reads as follows:

Born in Bradford, N. H., June 10, 1853. At the age of twelve he began working as water boy for the Hartford, New Haven and Connecticut R. R. Later he went to Dunkirk, N. Y., and for two years was employed by the surveying corps on the Dunkirk, Allegheny Valley & Pittsburgh R. R. In 1872, when the railroad was completed, he accepted a position as fireman on the same road and remained there until 1882, when he took an engine from the Brooks Locomotive Works at Dunkirk for J. Condit Smith, builder of the Chicago & Atlantic, to Rochester, Indiana, to be used on construction work. He ran the first engine on the Chicago & Atlantic, now the Erie, out of Chicago, on April 2, 1883. He has been in the passenger service since 1883. Until a year ago he ran between Huntington and Chicago; now he runs trains 227 and 228, between Huntington and North Judson.

A PREFERENCE.

"Marriage is a lottery," said the ready-made philosopher.

"No, it isn't," replied Mr. Growcher. "In a lottery you can lose once and forget about it, instead of having to put up alimony."

"LORD HIGH EXECUTIONER."

Below is a picture of hustling Carpenter Foreman H. I. Courtright of Port Jervis, New York, better known as "Sheriff," and shows him with the weight used when he executed Herman Paul Shultz at Milford, Pa., December 7th, 1897, while he was Sheriff of Pike County.

The weight shown in the picture was used as a counterbalance for one of the wheel boring machines at Port Jervis Shop, and was loaned to the Sheriff for this particular occasion.

H. I. COURTRIGHT.

The Sheriff has in his possession all of the paraphernalia used on this occasion, as he had to purchase it himself. The worst feature was that he was never compensated for performing this arduous duty.

The condemned man before being executed willed all of his personal belongings to the Sheriff and also gave him his and his family's pictures. Shultz was hanged for shooting his wife.

ANOTHER BANQUET PLANNED

The Entertainment Committee of the Railroad Men's Improvement Society are now busily engaged making arrangements for the fourth annual banquet of the Society. All who have attended these banquets know that each year new features are added to this long-anticipated event, to make it more enjoyable than the last. This year a departure is being made in having the feast graced by the presence of ladies, which cannot help but add to the pleasure of the evening.

Although arrangements are not yet complete, it is contemplated that the event will take place Saturday evening, March 8th, at the Hotel St. Denis, and will be informal.

Anyone desiring to attend, either with or without guests, may make reservations by communicating with W. J. Moody, chairman, room 863, 50 Church Street.

HIGH COST OF LIVING?

Students of the high-cost-of-living problem are interested in a grocery bill dated December 11, 1873, which shows that the staple articles of food, in many instances, are cheaper today than they were nearly forty years ago.

Here is the bill, compared with present-day prices, as taken from a daily newspaper:

	—Dec. 11—	
	1873.	1912.
½ barrel of flour	$6.62	$3.26
1 peck of oatmeal	.36	.39
½ pound of pure coffee	.24	.19
½ pound of green tea	.56	.25
1 gallon of molasses	.95	.60
1 ounce of nutmegs	.12	.05
10 lbs. of extra fine sugar	1.00	.55
1 box of salt	.25	.25
¼ pound of pepper	.15	.10
¼ pound of ginger	.12	.10
3 pounds of raisins	.45	.36
3 pounds of rice	.36	.27
2 quarts of beans	.28	.24
1 peck of potatoes	.25	.27
1 pound of pork	.12	.17
5 pounds of lard	.75	.90
1 package of Hosford baking powder	.22	.10
¼ pound of cream of tartar	.20	.10
1 pkge. of Seaman's farina	.25	.22
1 bottle of extract of lemon	.42	.35
1 pound of tapioca	.12	.08
1 pound of Boston crackers	.15	.11
12 of Babbitt's best soap	1.00	.50
¼ gross of matches	.55	.20
1 pound of starch	.15	.05
Totals	$15.64	$9.56

Gramercy—We can't afford to give a dinner in the house. Besides, we haven't the things. Mrs. Gramercy—Pshaw! We can borrow the silver. Gramercy—Yes, and have the guests carry most of it away as souvenirs.—Judge.

THE STOVE COMMITTEE

APPOINTMENTS.

Operating Department.

Mr. Albert J. Stone, general manager, Lines East of Buffalo and Salamanca.

Mr. Robert S. Parsons, assistant general manager, Lines East of Buffalo and Salamanca.

Mr. Henry O. Dunkle. general manager, Lines West of Buffalo and Salamanca.

Mr. Edgar W. Batchelder, assistant general manager, Lines West of Buffalo and Salamanca.

The offices of general superintendents are abolished.

Mr. Alva C. Elston, general agent at Chicago, relieving Mr. J. B. Dickson.

Mr. Arthur N. Dugan, chief clerk to Vice-President J. C. Stuart.

G. D. Davidson, watch inspector at Salamanca, N. Y., vice E. F. Nerton, resigned. Mr. Davidson's office is located in Post Office Block, same room with Erie Employes' Relief Association. He has an office also at Newark Ave. and Barrow St., Jersey City.

Auditing Department.

Mr. C. E. Hildum, auditor of freight accounts, vice Mr. C. D. Ward, transferred.

Mr. A. P. Disbrow, auditor of disbursements.

Traffic Department.

E. A. Senneff, agent of the Erie Despatch at Spokane, Wash., with office, Room 725, Realty Bldg., vice H. L. Tibbetts.

Mr. B. S. Barnes, foreign freight agent, with office Produce Exchange, New York.

Police Department.

Lieutenant Edward J. Burke, captain at Pier 2, Pier 21, North River, New York, in charge of the New York property, vice Captain W. L. Brown, resigned.

Lieutenant W. N. Smith, acting captain at Elmira, N. Y., in charge of the Delaware, Susquehanna, Wyoming, Tioga, Rochester, Jefferson, Allegheny and Bradford Divisions, succeeding Captain A. J. Craw, deceased.

Lieutenant Charles E. Mullery, Captain of Police, assigned to the Cincinnati Division, his territory including Kent and Marion yards, with headquarters at Marion, O.

Mechanical Department.

John McMullen, mechanical superintendent, in charge of car department, with headquarters at Meadville, Pa., vice E. A. Westcott, assigned to other duties at his request.

Adam Trautman, shop superintendent, Buffalo Car Shop.

William Miller, shop superintendent, Kent Car Shop, vice Adam Trautman, transferred.

J. C. Reiger, Asst. Foreman, Car Dept., at Brier Hill Shop.

P. J. Murphy, Asst. Foreman, Car Dept., at Ferrona, Pa.

N. M Roberts, Wreck Master at Brier Hill Shop.

Clyde Dungan, Fitting Shop Foreman, Huntington, vice H. F. Myers, transferred to other duties.

M. J. Harrison, Roundhouse Foreman, Kent, vice T. M. Walsh, transferred.

H. L. Loucks, Machine Shop Foreman, Dunmore, vice F. J. Dailey, transferred.

E. C. Umlauf, Asst. Boilermaker Foreman, Susquehanna, vice W. G. Vogel, resigned.

New York Division.

Mr. J. B. Dickson, superintendent of the New York Division, and of the New Jersey & New York Railroad, relieving Mr. Robert S. Parsons.

Buffalo Division.

Mr. Franklin G. Robbins, superintendent of the Buffalo Division, relieving Mr. A. C. Elston.

Mahoning Division.

Wm. Rowlands. yardmaster at Niles, Ohio, vice A. L. Kline, resigned.

N. Y., S. & W. Division.

Mr. Marshall E. Johns, having been granted leave of absence, Mr. Arthur B. Shafer is appointed acting superintendent.

Cincinnati Division.

J. I. Montgomery, freight agent at Dayton, Ohio.

GRAVE RESPONSIBILITY OF FLAGGING

The man who FLAGS TRAINS is a protector of HUMAN LIFE AND PROPERTY—if he flags CONSCIENTIOUSLY.

He becomes a Protector ONLY when he goes back a sufficient distance to PROTECT trains.

Standing near the rear end of a HALTED TRAIN with flag or lantern in hand, is NOT FLAGGING; it is CRIMINAL NEGLIGENCE, and the Company regards it in NO OTHER LIGHT.

Obey the rules TO THE LETTER. It is NECESSARY to go back a SUFFICIENT DISTANCE on a STRAIGHT LINE, as well as on a CURVE. THE RULES DO NOT DISCRIMINATE.

Conductors are employed TO BE RESPONSIBLE. They should ALWAYS KNOW that the flag is out THE PROPER DISTANCE when their train stops.

When they DO NOT KNOW, then they are as CRIMINALLY NEGLIGENT as the FALTERING flagman.

ALWAYS have flags and lamps READY to grab and RUN WITH the instant your train stops.

Never mind about the engineer's whistle calling you in. If you get left it's of LESS IMPORTANCE than if you caught train and DISOBEYED the rules.

The Company EXPECTS and INSISTS upon a STRICT OBSERVANCE of the FLAGGING RULES, both by CONDUCTORS and FLAGMEN, the point being to ALWAYS KNOW that trains are ABSOLUTELY protected.

TO PRESIDENT UNDERWOOD.

Among the Christmas and New Year's greetings that reached President F. D. Underwood of the Erie Railroad Company, was the following from an old friend and associate in the West. It is printed in the Erie's official Magazine, because Mr. Underwood greatly appreciates the letter and the kindly sentiments his old friend expresses.

The writer of the letter was a locomotive engineer 30 years and a conductor 20 years. He is now retired.

Morningside, Minn. Dec. 31, 1912.

Dear Friend Frederick D. Underwood:

Once more it is my privilege to wish you and yours, all that is best in life for the new year, and may you have many more of the vigorous life you have always known. I know of a score or more old time engineers and conductors here who wish you the same as myself. Time is dealing very clever with me and I hope he will ever continue to be good to you.

Yours fraternally,
B. Ned Lewis.

ERIE CLERKS' M. B. ASS'N.

The annual meeting of the Erie Railroad Company Clerks' Mutual Benefit Association of Jersey City and New York, was held in Room 274, 50 Church Street, at 5:30 P. M., Wednesday evening, December 11th, 1912.

Motion that the accumulated funds of the Association be withdrawn and distributed among the members on December 16th adopted.

Following officers were elected for the ensuing year: L. V. R. Clum, president; J. M. Hurty, vice-president; E. J. Cotter, secretary; T. E. Quinn, treasurer. Directors, H. M. Clawson, A. E. Weiant, A. Tallman, G. Jerolemon, J. Healy.

The following statement of receipts and disbursements was read:

Balance on hand Jan. 1st, 1912		$103.60
Received acc't dues, fines and initiation fees		4,800.10
Received from interest on deposits		48.81
Total receipts		$4,952.51
Expenditures:		
Two death claims	$200.00	
Salaries, stationery and postage	84.00	
Account of withdrawals	9.50	
Emergency fund	100.00	
		$393.50
Balance available for distribution		$4,559.01

The above balance to be withdrawn and distributed among members in good standing, each full-term member receiving $10.63.

The December dues were not collected, but a receipt given to each member for that month when the distribution was made.

President Clum addressed the following to the members:

The officers and members earnestly request your co-operation for the year 1913. Applications for membership can be secured from the Secretary, Room 274, 50 Church Street, New York City, or from collector in each department. The dues, $1.00 per month, payable in advance on the first day of each month, with an initiation fee of 50c.

This Association was organized in the car record office of Jersey City, eighteen years ago, and has grown to a membership of over four hundred, embracing clerks and heads of departments in offices in Jersey City and New York.

The motive is two-fold: To encourage a systematic saving each month, and to render assistance in the hour of bereavement. "It is sweeter to give than to receive" is an adage that will hold for all time, "Though ages wither and customs stale."

It has been a great pleasure to the organization to render some little assistance when death has taken from our ranks a fellow worker, and also each year at Yuletide to distribute our accumulated funds.

Bespeaking your attention and assistance, the officers and members take this opportunity of wishing you all a Happy New Year of Health and Prosperity.

ERIE FIREMAN'S QUERY.

The following communication has been received from an Erie Railroad fireman; in it he asks pertinent questions regarding firing an engine, without loss to the company through the emission of black smoke through the stack.

This man is interested in his work and should be enlightened. Our Magazine will gladly print any replies to the letter, and takes pleasure in encouraging an honest discussion of the subject, in the hope that it will prove to be of mutual interest and profit to the Erie Railroad Company, its engineers, firemen and all concerned in the vital question of waste of material through the emission of black smoke.

Hornell, N. Y., Dec. 15, 1912.
The Erie R. R. Employes Magazine,
New York.

Mr. Editor:

In your columns of Dec., 1912, issue of Magazine, I find an article whose heading reads: "Waste in Black Smoke."

Will you please publish this question for me in January issue?

Money may be wasted by every puff of Black Smoke, but I find that I, as a fireman, cannot make the pointer on the steam gauge lay up to the 200 lbs. mark every minute, unless the black smoke rolls high up from the smoke-stack.

I have had experienced men on engine, that belong to the Erie R. R. service, to show me how to fire without black smoke, but I find that when the black smoke does not appear, it is either John, or the fire's banked, or a hole in the fire. And if we firemen have to furnish the steam to make the running time, and if the registry book shows we are late, we get a message to report at the superintendent's office to answer the complaint.

Which is the worst, to make the smoke roll and have 200 lbs. steam and make the time, or bank the fire over and drag along with 140 or 150 lbs. and go over and see the "Captain," when we arrive?

Yours for an answer.

Fireman Allegheny Division.

INTERESTING LECTURES.

The interesting course of lectures being given by the Railroad Men's Improvement Society during the season of 1912-1913 will be continued and a number of very interesting speakers have been secured for the meetings of this society.

Following is a list showing the dates and names of the gentlemen who will address the meetings: January 9th, Mr. H. Norris; January 23rd, Mr. C. L. Chapman; February 13th, Mr. W. F. Allen; February 27th, Mr. C. McCloud; March 13th, Mr. A. J. Moran; March 27th, Mr. W. S. Cowie; April 10th, Mr. David Bosman; April 24th, Mr. J. C. Tucker; May 8th, Mr. E. J. Bauer.

The meetings are held in the rooms of the Trunk Line Association, 143 Liberty Street, New York City, on Thursday evenings, and the lectures given are of interest to railroad employes, as the speakers invited to address the members are gentlemen who are well equipped to discuss matters connected with the various departments. A cordial welcome will be extended to those employes who may wish to avail themselves of the opportunity of listening to able men, and the knowledge obtained by attendance at the meetings will doubtless be of great value to the employes who interest themselves in the course.

It is the intention of the members to have a grand banquet at a prominent hotel in New York City, during the month of March, at which good fellowship will prevail. Announcement of the date and place will be made later.

ERIE'S APPRENTICE SCHOOLS.

The above is a picture of Harry Edward Harding, 17 years of age. Master Harding entered the service of this company June 27, 1911, as a Blacksmith apprentice.

POTASHING MATERIAL.

Prior to this date, he was employed sometime as a helper on general work. He is a graduate of Meadville Grammar School and the picture shows him potashing material.

IN THE POINT OF VIEW.

Her Husband—You spent altogether too much money. Mrs. Whooper-Rupp—Not at all. The trouble is you don't make enough.—Exchange.

AN AUTHOR'S TALE OF AN OLD ERIE CROSSING MAN.

WHEN Edward S. Ellis, the veteran and versatile literary genius, who domiciles at Upper Montclair, N. J., and touches elbows with the most prominent citizens of that village of some altitude, wields his trenchant pen, he generally turns out matter that is well worth perusal, whether it be of an instructive nature, or just the light stuff, that the fraternity is wont to refer to as "Potboiling."

Mr. Ellis is a keen observer of things generally, and one of the things he noticed while pedestrianizing about Upper Montclair was the "Quality" possessed by one James Kennedy, affectionately nom de plumed "Sunny Jim," befitting his genial nature, which, the little school children declare, is as sunny as Old Sol, himself, shining on a newly-coined Lincoln penny.

The far-sighted Mr. Ellis, with the intuition of "Seth Jones," hero of one of his Indian novels of that name, often noticed that "Sunny Jim" smiled and spoke to the little school maids as they passed over the Erie tracks, and they always returned the kindly salutations. This afforded Mr. Ellis an opportunity for a "writeup;" in fact, Mr. Ellis learned with much displeasure that, on one occasion, "Sunny Jim" had failed to speak to a certain little Miss and the latter went to school with a broken heart, that cost her a day of real sorrow. The "writeup" was based mainly on the latter incident, and the headline read "Sunny Jim." The story reads as follows, having appeared, originally, in the *Montclair Times.*

Have ye not heard the legend
That never shall grow dim?
The myth of pleasant story
Of our own Sunny Jim?

The legend that must have a basis of fact is this:

Some days ago Maggie Jones, a miss of nine or ten years, who attends the Mount Hebron School, Upper Montclair, showed from her looks and manner when she entered the class room that she was greatly troubled over something. Her dejection of spirits was so marked that her teacher called her to her desk and tenderly inquired the cause of her grief. Maggie's lips trembled, she swallowed hard, and then sobbed as if her heart was breaking.

"It's the—first time—he ever—did it!" she managed to say between bursts of sorrow.

"Whom are you talking about?" asked her puzzled teacher.

"Why—why—Sunny Jim."

"And who is Sunny Jim?"

"Why, he's signalman at the railroad crossing. He always waves his hand at me when I go by. This morning I waved mine at him, but he didn't take any notice of me. It's the first time he ever treated me that way—boo-hoo, boo-hoo."

"But, gently ventured the instructor, keeping her face straight by a strong effort, "you know he has his duties to attend to; he was probably operating the levers when you were going by."

"I know he was, and that's what makes me feel so bad; he oughter let the trains go all to smash rather than not wave his hand to me. It was only a little while before that he nodded and smiled at Jemima Jenkins, the mean, hateful thing. I'll never look at Sunny Jim again, so there! Boo-hoo, boo-hoo."

"Come now, dry your tears, Maggie; when you go home after school I am sure Sunny Jim will be on the watch to greet you."

Cheered by this hope, Maggie walked more briskly than usual. Sure enough, Sunny Jim was on the alert, and from his post saluted the little one, who joyfully responded, and thus all was serene again.

Now, repeating the question of the instructor as to who is Sunny Jim, I have to reply that his full name is James Kennedy, and he is the signal man at the railway crossing in Upper Montclair, where he is on duty every day from 7 in the morning until the same hour in the evening. Jim has been flagman and signalman for seventeen years, and he was in the service of the Erie Company for nearly fifteen years previous to that. In 1891 he lost one of his hands in coupling cars, whereupon the company gave him a job suitable to his crippled condition, and it may be said that there isn't a happier man in all the country round than Jim Kennedy, or "Sunny Jim," as he is universally called. No complaint has ever been made to the company regarding him, nor is there ever likely to be any such fault found. He has yet to learn the taste of whiskey or beer, or to forget even for a minute his responsible duties.

Sunny Jim is the pet of every one

who knows him—men, women, boys and girls. I have yet to see anyone pass the tower where he is perched without exchanging a smiling greeting with him.

One day when Mr. Ellis was in the vicinity of the crossing, he felt in an interviewing mood, and, approaching "Sunny Jim," ejaculated: "You are an Irishman, Jim?"

"Inda-ad I am," was his hearty response, "a ra-al son of the ould sod, born in the Fourth Ward of Montclair."

"Married?"

"No." he answered with a twinkle of his bright eyes; "I niver could get up the narve to insult a leddy by asking her to share me humble lot."

The sly rascal. He knows that every member of the gentle sex is in love with him, and he is too considerate to break a hundred hearts for the sake of making one happy.

I don't know whether it is true that Tom Hayes, engineer of No. 13, did on one occasion complain to the Superintendent of the Greenwood Lake Division that when certain the signal displayed in the Upper Montclair tower was white and meant that all was well, he found that it was merely the reflection from Sunny Jim's beaming phiz.

None the less the fact remains that the most persuasive argument in favor of cheerfulness at all times is the example of this faithful servant, who, in summer's heat and winter's cold, in sunshine and darkness, morning, noon and night, is always the same genial, honest fellow, with a smile and hearty greeting for every one who enters his zone of good nature and varient sympathy.

OBITUARY.

George E. Lapham.

George E. Lapham, for many years assistant paying teller in the office of the treasurer, was buried from his late home at Leonia, N. J., on Saturday, December 21st. His death was the result of an operation for tumor of the brain, performed at the New York Polyclinic Hospital on December 17th.

Mr. Lapham entered the service of the Company in October, 1903, and by his quiet, unassuming manner, and other admirable qualities, had won the esteem and regard of his associates.

Joseph J. Tracy.

On December 12th, Joseph J. Tracy, one of the most favorably known and best liked passenger conductors on the Allegheny Division, died at his home, Hornell, N. Y., of pneumonia, after a brief illness.

He had been in the employ of the Erie Railroad nearly 40 years and at the time of his death was in charge of trains 7 and 8. He is survived by one son, Dr. W. J. Tracy, and three daughters.

He entered the Erie service in August, 1873, as brakeman. In September, 1884, he was promoted to freight conductor and in June, 1892, to passenger conductor.

Cornelius New.

On December 9th, Cornelius New, an old Erie engineer, died at his home in Waverly, N. Y., after a long and painful illness.

For 48 years he was an engineer on the Erie and ran the most important trains. Mr. New was a member of the Brotherhood of Locomotive Engineers and a violinist of a high order.

Charles W. Blizzard.

The New York Division has lost one of its oldest and most faithful engineers. Mr. Blizzard died suddenly of heart disease at his home in Rutherford, N. J., December 6th, at the age of 68.

After the War of the Rebellion, in which he participated, he entered the service of the Erie Railroad and had been for 30 years an engineer, running passenger trains. He was a member of Division 135, B. of L. E., of Jersey City, and of Ramapo Lodge, F. & A. M., of Suffern, N. Y.

MADILL IS A WINNER.

Wm. L. Madill of Binghamton has been awarded first prize, a sum of $200 offered by the Erie Railroad, for the best supervision of track. Mr. Madill has been with the Erie for a number of years, and was located in New York City until recently. He is a son of the late Dr. T. F. Madill of Wysox, and has many friends in this locality who will be glad to hear of his success.

DID HIS LEVEL BEST.

The Clergyman—Do you mean to say that your wife goes to church every Sunday without you?

Husband—Well, it isn't my fault. I can't persuade her to stay at home.

OUTING OF DUNMORE SHOPS EMPLOYES, McKENNA PARK, SEPT. 21, 1912.

ORDER OF THE RED SPOT.

January Membership.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Hagerty	W. H. Decker
100	J. H. Mallon	E. Carlough (days)
	M. Phalen	T. J. Walls (nights)
117	T. Harrington	W. Cook
470	A. J. Dillon	E. Ritter
473	J. H. Hopper	J. M. Soop
477	T. A. Cole	W. E. Jenner
480	T. Fitzsimmons	F. D. Moylan
513	B. Walsh	W. J. Gee
515	H. S. Robertson	J. J. Morrison
517	D. J. Ackerman	E. J. Brower
526	W. G. Cole	A. Canfield
591	J. O'Brien	G. Casterline
598	J. Walker	O. D. Carpenter
610	M. G. Broas	
793	H. W. Smith	Vacant
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	F. M. Ferrell	F. Jackson
824	C. Voorhis	W. F. Steppler
825	I. Hasbrouck	J. L. Weir
826	G. Wallace	J. H. Winters
830	J. Shafer	W. A. Smiley
831	T. Duffy	E. G. Jacobus
833	J. J. Carpenter	Vacant
840	M. White	W. A. Ward
842	E. M. Saunders	S. S. Ballard
848	G. McKinnon	L. Axford
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
934	C. Caskey	S. Carpenter
937	H. N. Palmer	W. H. Pope
938	H. C. Radcliffe	Vacant
939	A. Davis	E. J. Mulhall
950	A. Garrabrandt	J. McCarthy
954	A. Van Noye	J. A. Casey
955	D. O'Brien	F. Knarich
957	F. Saier	
961	W. Cunneen	T. Connelly
963	C. G. Handy	A. Knarich
964	G. H. Beatty	W. A. Johnson
965	H. L. Sarvent	F. W. Cole
968	S. W. Evans	Vacant
970	H. Springstead	F. M. Vernon
974	J. Donnelly	C. L. Fowler
1014	C. Landmesser	J. F. Rodner
1071	J. Knaub	
1455		
3042	A. O. Roberts	F. C. Kellerman
3044	A. H. Barley	L. J. De Veboise
3046	W. Thomas	J. E. Boyd
3049	W. Coleman	F. Purroy
2503	J. Downs	G. Ruegger
2015		
2561	E. Outwin	Vacant

DON'T WORRIES ELECT.

The regular meeting of the Erie's famous "Dont Worry Club" was held on the evening of December 19th, in the office of Trainmaster M. Nolan, Jersey City. A report showed that during the current year nine members were lost through death. The club is in a flourishing condition and is possessed of a good bank account.

Following was the result of the election for officers: H. E. Young, president; J. Cairns, vice-president; F. A. Waldron, treasurer; F. W. Atherton, financial and recording secretary; F. W. Swann, H. Chadwick and J. Farrell, trustees; J. Snyder, sergeant-at-arms.

Following is a statement of the Club:

Receipts.

Balance on hand Dec. 21.'11..	$2,605.45
Sale of buttons	4.00
Buttons on hand	67.50
Received acc't of picnic.....	87.50
Received acc't of dues	940.10
Interest on bank	83.05
	$3,787.60

Disbursements.

Salaries disbursements:		
Treasurer	$100.00	
Fin. Secretary	75.00	
Rec. Sec. (6 mos.)..	25.00	
		$200.00
Death benefits paid:		
J. Noon	$100.00	
H. M. Harrington ..	100.00	

Chas. Branch	100.00	
Jas. Hayden	100.00	
C. W. Payne	100.00	
J. M. Hoffman	100.00	
P. J. Hildreth	100.00	
J. A. Dunbar	100.00	
Geo. Dunkerly	100.00	
		900.00
Printing and advertising acc't of picnic and hall hire, band, etc.		60.00
Commission paid to deputies		135.18
Balance in bank		2,492.42
		$3,787.60

TWO HAYWARD CATALOGUES.

Catalogue number 40, issued by The Hayward Company, makers of digging machinery and buckets for contractors' use, with office at 50 Church Street, New York City, is an unusual work of art and as pretentious a catalogue, as any manufacturing concern in this country ever issued. It is 12 inches long and 9 inches wide, printed on finest glazed stock, and its 94 pages are profusely illustrated with pictures of the Hayward Company's newest type digging machinery in action, together with numbers and descriptions of each. The cover is in sage green and bound with a silk cord. This fine catalogue must be seen and examined to be appreciated. Don't fail to send for it.

Catalogue number 39 deals with the Hayward buckets. It is 9x6 inches and printed in two colors, white with light green border and a gray cover. Like its larger cousin, number 40, it is a work of art and a representative one at that. It fully describes and illustrates the famous Orange Peel, Clam Shell and Drag Scraper Buckets, made by the well-known Hayward Company. This catalogue should be secured to place beside number 40, as a companion. It contains 40 pages of wholesome bucket knowledge.

JEFFERSON UNION CO.

Bismarck, the German Iron Chancellor, appears on the cover of a folder (number 3), of the Jefferson Union Company, manufacturers of union and flange. The idea is that Bismark, when he once made up his mind, never changed it, and the users of the Jefferson goods do the same. Send for folder number 3 and get in touch with something good and original.

RIGHT TO USE LIQUOR NEARLY CAUSES RAILROAD STRIKE.

IN "The New York Herald" of December 11th, last, appeared a cable from abroad, which stated that ten thousand train employes of the Northeastern Railway in England threatened to strike for a "vindication of the principles that an engine driver has the right to become intoxicated when off duty."

The "Times," London, December 7, 1912, printed the following article about the occurrence.

"A number of men employed on the North-Eastern Railway have for some days threatened to strike owing to the reduction of a main line driver named Knox, of Gateshead, to the rank of pilot driver in consequence of a conviction for drunkenness whilst off duty. Last night, at a mass meeting of the men held at Gateshead, an immediate strike was decided on, in spite of a telegram from Mr. Walter Hudson, M.P., deprecating such a course. An amendment to delay action until Sunday received very few votes, and the strike resolution was carried by an overwhelming majority.

Mr. A. Kaye Butterworth, the general manager of the company, who recently received a deputation of drivers on the subject, had written to Knox saying that the case was not one of punishment, but that the company's duties towards the public made it impossible for them not to allow men who are known to be even occasionally the worse for liquor to take charge of their trains. Mr. Butterworth quoted the words of one of the Board of Trade Inspectors, who said in a recent report: "Drunkenness, even off duty, is an unpardonable offence in the case of a man carrying out such responsible duties as those of an engine driver, and no man who is ever known to be on any occasion the worse for liquor should be allowed to take charge of an engine." He added that though the evidence at the police court was conflicting, he felt bound to accept the decision of the magistrates that the defendant was guilty of drunkenness. In view, however, of Knox's long service and previous good record, it was intended that, if his conduct was such as to restore confidence in him, he should have the opportunity of regaining his old position within a reasonable time.

The stand taken by the train employes of the English railway, of course, immediately became of vital interest to the officers of railroads in the United States, and it came in the way of a great surprise, for none believed that as many as ten thousand men in the train service of any railroad, would indorse the policy of the promiscuous use of intoxicating liquor, by railroad employes, whether on or off duty.

When the news article in the "Herald" appeared, reporters were sent out to interview high officers of several railroads that have their terminals in New York City, and their attitude on the strong drink question was very decisive, as being absolutely opposed to it.

One railroad officer said in part, after displaying the order of his company to all employes connected with the operation of trains: "That order was issued July 25th, and under penalty of instant dismissal forbids such employes to frequent places where liquor is sold, or to drink intoxicants while off duty.

"Experience taught us that no employe in our train or station service could afford to drink intoxicants. We found that even when the drinking was done while off duty, it made them unfit to work. Our employes are required now to use their time when off duty to obtain ample rest."

The majority of the railroads in this country are members of the American Railway Association and abide by its rules. Rule G of the association bars intoxicants entirely during working hours and forbids habitual drinking or frequenting places where liquors are sold. It says: "The use of intoxicants by employes while on duty is prohibited. Their use or frequenting places where they are sold is sufficient cause for dismissal from the service."

That rule is rigidly enforced by the New York Central and Hudson River, the Pennsylvania and other railroads throughout the country.

"It seems to us that that rule is sufficient," an officer of the New York Central said. "Of course, if employes are forbidden to frequent places where liquor is sold that means both on and off duty. We have had no trouble whatever in enforcing this rule."

It was said in the office of the general superintendent of the Pennsylvania lines that the enforcement of rule G had covered all cases that had come up. The Brotherhood of Locomotive Engineers is behind the rule, it was asserted, and when an engine driver was dismissed for drunkenness the organization did not make any trouble over the matter.

The Erie Railroad also forbids engine drivers and those persons employed in the operation of trains to drink intoxicants. "Each year all the railroads are enforcing the rule more rigidly," J. C. Tucker, in the vice-president's office, said. "And it is right that persons having in their hands the lives of thousands, should be fit always for the performance of their duties."

On page 67 of the Erie Railroad Company Rules of the Operating Department, Rule 257 reads: "The use of intoxicants while on duty is prohibited. Employes known to be addicted to their use at any time or to frequent saloons or places of low resort will not be retained in the service."

REMINISCENCE OF THE OLD SOUTH CAROLINA RAILROAD.

By H. O. Dunkle, Genl. Manager, Erie R. R. Lines West.

IT MIGHT be of interest to readers of the Erie Magazine to know how railroading was done in the old days on the South Carolina Railroad, now a part of the Southern Railway System.

The line reaches from Charleston, S. C., to Augusta, Ga., and to Columbia, S. C., branching off at Branchville, 62 miles from Charleston. The alignment and grade of this road was very good, and they had very rarely, if ever, a head on or a rear-end collision.

The writer spent about two years on this railroad, shortly after the earthquake at Charleston, and while the operation was much more simple than on some of the roads in the north, there was, however, so much difference in the methods of operation and class of employes that it was very interesting and attractive.

The country itself does not appeal to a northern man, because of its being practically level, and one being used to the hills longs for them continually.

At the period of which I am writing, all brakemen and firemen were colored men, the latter giving satisfactory service, but the brakemen were not to be depended upon altogether when sent out to flag, as quite frequently they went to sleep and many accidents were avoided, only because of straight track. The track, 68½-lb. rail, was ballasted over the entire line with sand, and cypress ties were used entirely, as they could be purchased at almost any point along the line. The only trouble experienced was when it rained, then the sand ballast washed badly.

Wood-burning engines of small type were used, and it was remarkable how quickly engines could be "wooded up" by the trainmen who did this work from wood piled on the right of way. During the two years referred to the "wood burners" were disposed of and a larger type of coal burning engines secured, which reduced the cost of operation 30 per cent.

The conductors on passenger trains were the finest set of gentlemen one could meet, they, as a rule, being the sons of old-time southern gentlemen and selected through influence more than from merit, or any knowledge of the business. The majority were placed as conductors without having one day's experience railroading; however, they became good men in a short time, owing to the simple manner of doing the work. It was intensely interesting to get one of those old conductors started relating his experiences on the road "before the war;" and how they used to railroad then, when they were the whole railroad except the rails, ties and equipment.

The South Carolina Railroad was completed about 1839, and at that time the rails were yellow pine stringers with strap-iron top. The first operation was by sail, this being the power until 1842, when a stationary boiler with two engines, one on each side, was used. One day the boiler exploded and killed some of the passengers who were riding on a flat car fitted up with seats next to the primitive locomotive.

In order to avoid a similar accident, a flat car loaded with cotton was placed between the engine and car occupied by the passengers. After locomotives approaching the style of those at present in use were adopted, there were placed along the line what was called "half way posts;" that is, a post was placed half way between two sidings and should two trains meet at this post, the one arriving last would have to back up to the siding to let the other by.

There was no schedule for trains and the men exercised their own judgment as to exact leaving and arriving time at terminals, as the small ocean going trading vessels do at the present time. A conductor would start out with a mixed train, freight and passenger, and be gone sometimes a week before he would be heard from on his trip.

Stops were made at any place along the line to pick up a passenger or freight. He made his own charge for service. The money was kept in a chest in combination car, and one of the old conductors stated, as a fact, that it was seldom he failed to come back with a chest full of money, which was turned over to the treasurer without being counted and without a receipt being given or taken.

To a northern man the methods of operation, even as late as 1890, were rather startling. As an example, two trains would receive orders to meet at a siding and the one arriving first would proceed to the next siding, if the train to be passed was not in sight. This was all understood by the men and there never had been an accident due to this method of operation.

During the writer's two years' service the principal business was phosphate, cotton, watermelons, vegetables and steamer package freight, and they certainly made good time. Vegetable trains had the right of track over passenger trains and were given tonnage that they could make time with. This was necessary on account of strong competition with the Atlantic Coast Line. Vegetables and watermelons were delivered to the Richmond & Danville Railroad, now the Southern Railway, at Columbia, S. C., and by them taken through to Washington, D. C.

An interesting history of the early working of this railroad was gleaned from an annual statement made in 1854. The assets included the slaves. Each slave was valued at an amount averaging from two hundred dollars up to two thousand dollars. If one died during the year, his name was given; also value. If one was purchased, the price paid and the name were given, one being shown as a loss and the other an asset. They were known simply by given names, such as "Pete," Pompey, Sam, "Rastus," "George," etc.

AVERTED THE DUCKLINGS.

"Why is it," asked Rose Stahl, "that in the spring a young woman's fancy is so apt to turn to clucking hens? Last year one of my best friends abandoned the footlights and sought the actors' oft-dreamed-of paradise, a little home in the country.

"As a recreation she decided to start a poultry farm, which she did with a barnyard hen and thirteen eggs from the village store. Not having even the most elementary knowledge of poultry, she inquired of a neighbor how long eggs generally took to hatch. She received the reply:

"'Three weeks for chickens and four for ducks.'

"The neighbor met her some time afterward and on being asked how the poultry farming was going on, she replied, with a lowering countenance:

"'Oh, I've finished with it. At the end of three weeks there were no chickens, so I took the hen off, as I didn't want ducks.'"—Young's Magazine.

Weep, and you're called a baby,
Laugh, and you're called a fool,
Yield, and you're called a coward,
Stand, and you're called a mule,
Smile, and they'll call you silly,
Frown, and they'll call you gruff,
Put on a front like a millionaire
And somebody'll call your bluff.
—Exchange.

From Correspondents Along the Line

DELAWARE DIVISION.

Fred Bridge assumed his duties as signal supervisor of the Delaware Division, December 16th.

Timekeepers H. N. Van Tuyl and D. S. Thompson were present at the meeting concerning the engineers' wage question, held in the office of Vice-President Stuart December 1st.

Some time ago the fact that Stenographer W. P. Smith had left the Erie to follow agriculture as an occupation, was printed in these columns. Since that writing Mr. Smith decided that he would return to his first love, and he is now back at the old stand.

Wm. Montgomery, clerk in General Yardmaster McDaid's office, accepted a like position in the office of Storekeeper M. J. Collins, Mr. Chas. O'Malley replacing him in the Yard Office.

H. M. Space, former secretary of the Susquehanna Y. M. C. A., now filling a like position in Louisville, Ky., officially opened the $60,000,000 Y. M. C. A. in that city on Thanksgiving Day.

Physical Director C. E. Graffius spent the holidays at his home, Woodland, Pa.

The rush for beds in the Y. M. C. A. continues, the average for thirteen months being 49 beds used per day, out of a possible 50. The average for November was 57½ times per day.

The Hallstead Y. M. C. A. basketball team met inglorious defeat at the hands of the Susquehanna team, Friday, December 13th, the final score being 52 to 7 in favor of the latter team. The Susquehanna organization would like to hear from other prospective champions in the basketball world.

HEADQUARTERS ITEMS.

Louis C. Gollmer, for many years a valued employee of the Auditing Department and a prominent resident of Paterson, has been appointed to a lucrative office under the Sheriff of Passaic County. Mr. Gollmer began his railroad service at the Paterson freight office, was later transferred to the office of the division engineer at Jersey City and then to the Auditing Department. He leaves the service of the Erie Company with a splendid record, and we wish him success and happiness in his new position. Mr. Gollmer is prominent in the Masons and popular with a large circle of friends.

A notice from the Central New England Railroad is to the effect that George W. Clark would be general superintendent, effective January 1st, 1913. He was formerly a freight conductor on the New York Division and also yardmaster at Maybrook. That is a good showing for New York Division in turning out a man who can climb so fast. It is only a few years ago since he was yardmaster at above point.

Mr. L. V. R. Clum, Chief Clerk of the Car Record Department and President of the Erie Railroad Clerk's Mutual Relief Association, recently resigned as Treasurer of the Acquackanonk Township Fire Department. His resignation was received with regret by the members of the department.

Dr. E. M. Schultz, company surgeon at Middletown, N. Y., and one of the most prominent physicians of that city, was formerly employed as passenger brakeman on the New York Division. His father, D. P.

Schultz, was one of the oldest men in the train service on that division. He's a worthy son of a worthy sire—"Uncle Dan."

E. B. Hardenberg, who was passenger conductor on the Honesdale Branch, was elected to one of the highest offices in the State of Pennsylvania.

Roger Bridgman, formerly chief clerk in car record office at Jersey City, was appointed postmaster at Ridgewood, N. J., by the late President McKinley, and reappointed by President Roosevelt. He still occupies that position to the satisfaction of the people of Ridgewood.

Albin Smith, formerly employed in the auditing department of the Erie, was admitted to the bar and is a practising lawyer in Paterson. He was twice the Republican candidate for Mayor of that city and was also the Republican candidate for Congress from the 7th District of New Jersey at the recent election. His father has for many years been the freight agent of the N. Y., S. & W. R. R. at Paterson.

James Parker, of the Land and Tax Department, was a member of the New Jersey House of Assembly, and held the unprecedented honor of being elected Clerk of the House for fourteen terms. Was also the Republican candidate for Mayor of Paterson.

The chief clerk to the superintendent of the Car Department at Meadville was honored by being elected Mayor of that city. "Al." Graff's a hard man to beat.

David Bosman, vice-president and secretary, has also been honored by being elected Mayor of Rutherford, N. J.

The Erie boys have evidently the same aptitude for getting ahead as some of those who have been trained on other roads.

NEW YORK DIVISION.

W. Allen Sproat, of whom much has been said of late, has recently announced his engagement to Miss Mary Van Geison of Montclair, N. J. The date for the wedding has not yet been announced, but it is rumored that it will not be far off, since Mr. Sproat now holds the important position of storekeeper in the Signal Dept. at Paterson. His rapid progress in railroad work should be an incentive to others to apply themselves to work given them. Less than three years ago he gave up a responsible position in one of the largest banks in New York City and accepted a minor position in the Superintendent's office as requisition clerk. However, it did not take him very long to show what he was made of, and he was promoted to student foreman, then to asst. foreman and to extra gang foreman. His thorough knowledge of track material and signal supplies gained while on the "track" enabled him to accept the position of storekeeper. When interviewed by the writer a few days ago for a biography of his life, he being a very modest and retiring sort of young man, would have nothing to say other than at last he holds the position he had long hoped for.

About the beginning of August, in our busiest season, F. Blakeney, night baggage agent, was taken seriously ill and he was advised by his physician to resign his position for the good of his health. Mr. Blakeney will be remembered by all who knew him, having been in the employ of this Company for a good many years, and he takes with him the best wishes from all his friends for a speedy recovery. After his resignation Walter Provost, former assistant, was promoted to the position of night baggage agent. Already Mr. Provost has proven to be the right man in the right place.

Wedding bells have not ceased to ring along this division, as Messrs. L. E. Thomas and G. L. Morgan have taken unto themselves a bride, and both say they are sorry they waited so long. They are both fine young fellows in the train service, and their friends, of whom they have many, extend their best wishes and congratulations to the newly-weds for their prosperity.

Frank Geraghty, a conductor on the Newburgh Branch, has just had a golden celebration, having completed fifty years in the Company's service. For forty-two years his run has been over the Newburgh Branch. His trainman has been on the same train for more than twenty years, and, as the baggagemaster was on the train first, no one really knows the length of his term of service. These men, "Frank," "Mike" and "Matt," compose the oldest crew in the service of the Erie. They have never had a serious accident, or never killed a passenger. This is certainly a fine record, and we congratulate them.

The boys in the different offices connected with this division were much surprised and grieved to hear of the accident to Tracy Moffat, one of the

most popular young men on this division. While on his way to attend a basketball game at Suffern lately in his new high-powered Pierce Arrow, he encountered a team of mules which became frightened at the machine and in some unknown way one of the mules kicked and severely bruised him about the head, besides breaking his collar-bone. Luckily he was accompanied by one of his friends, who looked after his injuries and took him to his home in Sterlington. It is hoped that nothing serious will come of his injuries and that he will soon again be in our midst.

A. M. Kelley, chief despatcher, N. Y. Div., and well known over the Erie system, is contemplating an extended tour of the South, and, besides visiting many points of interest, will spend a little time at Washington, Philadelphia, Birmingham, Cincinnati, Buffalo and Hornell.

B. W. Hoffman, formerly chief clerk to Night Station Master H. Harter, has been promoted to assistant yardmaster at Kelso Street Yard. His many friends wish him every success in his new work.

It is with much regret that we announce the sudden death of Engineer Peter J. Salley. Mr. Salley has been in the Erie employ for forty-two years, having commenced as fireman in April, 1870; in 1878 he was promoted to freight engineer, and in 1891 to passenger engineer. All who knew him will be much grieved at losing one of the old faithfuls.

Charles G. Patterson, who has been greatly missed about the Jersey City Terminal, was a welcome visitor a short time ago. Mr. Patterson was taken ill with pneumonia about two months ago, and his condition was such that it was necessary to remove him to St. Joseph's Hospital, Paterson, at which institution he spent nearly six weeks. Although he has not fully recovered his former state of good health, he has recovered enough to enable him to make a trip through the West as far as Colorado, at which place he will remain for a time, at his doctor's request. Mr. Patterson is well versed in railroading, having entered the employ of this Company as operator in 1908, and has served in the capacity of yardmaster at Newark and Paterson, smoke inspector, inspector of equipment and assistant yardmaster at Jersey City, which position he held at the time he was taken ill, besides having been employed on the Lehigh Valley R. R. A speedy recovery is hoped for.

STROUDSBURG SHOPS.

"Funny," "Swipes" and "Red," of the boiler shop, allowed an inanimate thing like a dead and roasted Christmas turkey, to get the better of them the day after they were placed on the sick list; but then "children's eyes are always bigger than their 'stummys.'"

The boiler shop has again taken on a familiar look. Harland Biggs has returned.

The boys say "Andy" is a soldier "brave and sure," but is he?

John Schick, Sr., the "jolly" has recovered from his illness and is back again with us. Nobody has the blues now.

"Drew" with "The Mrs.," and the little one, spent Christmas at Dunmore.

Wm. H. Flory, a brother-in-law of "Jolly" John Schick, was buried Dec. 26. John has the sincere sympathy of his shop mates.

Jacob Philman, aged 74, died Dec. 26. He was the father of shopmen Charles F. and Vincent Philman, to whom the boys extend their sincere sympathy.

Clarence K. Reasor, a former Stroudsburg boy, now assistant to superintendent of stores H. S. Burr, recently spent a few days in the offices here.

J. G. Vreeland, inspector of demurrage, with a couple of assistants, recently visited this terminal, checking up cars of coal. They proved to be a good natured, gentlemanly trio.

The boys regretted to have Mr. A. B. Shafer and his family leave Stroudsburg, but they congratulate him upon his advancement, and will do everything to assist him to make his management successful. They are also glad to have him appoint, as his successor here, the "genial" Mr. J. D. Rahaley.

Everybody is glad that "Charley" Helder is back again at work, after his terrible and almost fatal, accident several months ago.

SUSQUEHANNA SHOP.

Machinery Inspector Burrhus and General Foreman Boilermaker Griffin were recent visitors at the shop.

J. C. Clark and J. F. Mulligan, former towsmen, were visitors at Susquehanna during the holidays.

"Art." Hadley, formerly foreman of the Wheel Dept. of this shop, was a recent visitor at Susquehanna.

Joseph Dwight, a former shop employe, was also a visitor.

F. M. Dwight, foreman, Cleveland Shop, was a recent visitor at Susquehanna.

R. J. Eddy of the Erecting Dept. is visiting in Buffalo.

Susquehanna Division K-1 engines 2552 and 2567 are in service after TBMF repairs at Hornell.

J. J. Dougherty, a former Erie man, is visiting relatives at Susquehanna.

Boilermaker Handyman Harry Bell spent Christmas at Buffalo.

Assistant Foreman Boilermaker E. C. Umlauf spent Christmas at Buffalo.

Apprentice Instructor Dailey spent Christmas with his family at Columbus, Ohio.

The staff won a box of J. H. cigars on the output for Nov., 12—ALMOST.

We have a man in Susq. Shop who is willing to "box" Jack Johnson any day. His name is Andy Dillon. He was formerly an undertaker's assistant.

The following taken from a local newspaper expresses the sentiments of Susquehanna Democrats:

Praise God from whom all blessings flow,
Bring forth the cocks and let them crow,
The party banners raise on high;
Let blazing hats reach the sky,
Let horns be tooted, bells ring out,
Let trumpets blow, let people shout,
Let everybody dance with glee,
Confetti let us scatter free,
Democracy, oh bless the day,
The one for which we oft did pray,
Has won, and now the jobs are ours,
Henceforth we'll dwell in fairest bowers,
In Custom House we will hold sway,
We'll sell the stamps, collect the pay,
Gee whizz, aint there some fun in this,
It surely is a time of bliss.

Mr. Edw. Emery was very successful in his recent Bull Moose hunt, having found three ardent supporters of the terrible "Teddy," who swear that they will let their beards stand until their ideal occupies the coveted seat of power once more. This will not inconvenience them, however, as they are "Suffragettes."

Boiler Foreman McElvy has purchased three sets of "creepers," one for his hands, one for his feet and an extra set for emergency use, and is now in the market for a "pitch fork," after which he anticipates no further trouble in getting down Church Hill to work, during the present Winter.

Erecting Foreman Cunius and family spent Christmas in Scranton.

The many friends of James Burrell regret his continued absence from duty on account of illness.

LIGHTS ON BRADFORD.

Who was the man that bought the razor at the sale at the five and ten-cent store, paid fifty cents to get same honed, tried to shave with it twice and finally decided that it was not any good?

Chas. Smetzer spent Christmas with his friends and relatives at Renovo.

Tom Hynes of New York was called to Bradford on account of the sudden death of his wife's father, which occurred December 24th. We all unite in extending sympathy to Mr. and Mrs. Hynes in their bereavement.

Conductor O. S. Langworthy and wife spent the holidays at Yardley, Pa., visiting relatives.

Engineer C. N. Davis and wife have returned from an extended visit in Missouri.

Engineer C. F. Palmer, who has been on the sick list for the last ten days, has reported for duty.

Firemen E. M. Johnson, Joe Bushey and R. M. Scouten, who have recently passed the examinations for engineers, have made their first trips to the satisfaction of all.

Harry Tice, assistant storekeeper, and wife, spent Christmas in Hornell.

BUFFALO MACHINE SHOPS.

Master Mechanic F. Tuma attended the staff meeting held at Meadville, Pa., recently.

H. G. P. (Very Personal): We'll take it for granted that the hidden treasure has been found. One cigar is not big enough for two of us. If a new brush is required, make request for same through the regular channel. W. L.

L. C. Maecker, formerly piece work checker at this point, resigned recently to engage in the dry goods business. "Louie" worked at this shop in various clerical capacities during the past eleven years, and had made many friends, all of whom wish him the best of success in his new undertaking. J. C. Pierce is now filling the place made vacant by Mr. Maecka, he having been transferred from timekeeper, and Russell Gaiser, clerk, was promoted to timekeeper, in place of J. C. Pierce.

P. Stoehrl is the happy father of a bouncing 12-pound baby girl.

The home of Engineer E. P. Gang-

nagel has been blessed with a bouncing baby boy. Ed. says: "Another engineer for the Erie." Thanks, Ed., we don't smoke.

It would appear as though the stork has made Buffalo his permanent home.

Everybody's doin' it, doin' what? Fireman G. A. Fetzer recently joined the ranks of the benedicts. All the boys wish him the best of success. Fire Builder John Terpin grew very tired of leading a bachelor's life and decided to join the ranks of the benedicts. Good luck to you, John.

Engineer H. J. Lester was quite busy during the past two weeks. Harvey said he gave his house a general overhauling, while Johnnie Jerge claims it only received a coat of paint. How about it, Harvey?

Wm. Leid, road foreman of engines, and his clerk, Fred Piske, attended the meeting of road foremen of engines and supervisors of locomotive operation, held at Meadville, Pa., a short time ago.

E. B. Bronson, formerly operator at this point, was a recent visitor at the office. The boys were very glad to see "Bronnie," and he was extended a cordial welcome.

Jimmie Fitzgibbons, machinist in the erecting gang, is the proud father of a bouncing baby girl, which the stork recently left at his home in Kamper Ave.

Joseph Heyer, Jr., machinist, son of our foreman blacksmith, had the misfortune of having an air pump fall on the index finger of his left hand, necessitating its amputation at the first joint.

Mr. Peter Kukis, storehouse inspector, was a recent visitor at this shop, and all were glad to see him.

Russell Gaiser, clerk in the storekeeper's office, spent his vacation in New York City, where he met Joe Feldmeyer and Fred Adams, machinists. All report having had an enjoyable time.

Frank Halbleib and "Rube" Brost spent their vacation at Elmira. After they looked over the Reformatory, they decided that an angelic life is the best kind to live.

Our Buffalo Machine Shop has got a lot of boys who just begin to realize that "Santa" has some "toys," and according to the following, "Old Santa Claus" has paid a visit to each one of them, and a handsome present gave Geo. Axford got a hammer; L. Leprell got a cap; Mike Herzog got a doodelsock; Bill Seiler got a cat; Frank Newell got a lunch box; Chas. Reinhardt got a house and lot; John Neurohr got a pistol; Henry Frei got a watch; Wm. Barnes got a checker board; Joe Feldmeyer got a drum; Steve Drury got some coupons; Joe Kuhn got some gum; Geo. Schuster got a packing hook; Pete Becker got a cane; Jim Taylor got a shaving brush; Cy Randall got the same; John Pierce got some knee pads; Joe Sieg a box of whips; Fred Piske an overcoat; Pete Sloan a pair of mitts; John Jerge a calendar; John Scanlon a boat; Bill Foster a jumping jack; Ed. Tredenick a goat; Paddy Moore a fiddle; Heine Burgstahler a harp; Frank Mruk a box of tools; Frank Feldmeyer a cart; John Hackemer a joke book; Herman Kopper a lamp; Henry Toedel, the time of day; Eddie Heitzer a clamp; Jimmie Mince some "pay car;" Reuben Brost a box of ties; Teddy Klein a teddy bear; A. Stumpf a doll that cries; Russell Gaiser a sweater; Chester Thumm some roller skates; Tom McMahon a red bandana; Walter Mustard a set of quoits; Gabe de Somer a note book; Eddie Litz a pack of dukes; Billy Waters a hustle on; Bill Caine a pair of boots; Tommy Watson a "cruickskeen;" Joe Heyer a stein; Benkoski Bros. a box of cycles, just in time; Natty Vaughn a shovel; Jimmie Dieter a rake; Sam Sesh a sprinkling hose; Herman Miller, a slate; Henry Kreitner a savings bank; Geo. Gaiser a chair; Sam West a toy balloon; Phil. Kemish wasn't there.

Now, we're very glad to know that we
Have got a lot of boys
Who certainly appreciate
Our good old Christmas joys,
And we wish them all the best of health
And they'll find the rough road clear.
We wish them all a
Merry Christmas and a Happy New Year.

Fred Piske, clerk to Road Foreman of Engines Wm. Leid, had the misfortune of loosing one of his *warmest* friends. On the afternoon before Thanksgiving Day, while Fred was seeking information concerning some records at the engine dispatcher's office, some sneak thief entered the road foreman of engines office, during the fifteen minutes Fred was absent, and eloped with his friend; namely, his overcoat, which contained a pair of gloves, an electric flash lamp and 15c. in change. Fred says he would not mind it so much if the thief kept the coat, but he ought to know enough to return the 15c. at least. Santa

Claus heard what had happened to Fred and presented him with a new overcoat.

Walter A. Noonan, who was formerly employed at Buffalo Machine Shop, as clerk to General Foreman J. N. Gaiser, was a recent visitor, and all were glad to see him.

William T. Sinclair, employed at this point, as storeroom attendant, was granted a leave of absence for the purpose of paying his parents a visit in Scotland. William departed from Buffalo on train No. 6, December 5th, 1912. Several of his associates were on hand at the depot to bid him farewell on his long journey. All the boys extend to William their deepest sympathy in the loss of his brother, who, unfortunately, met death by drowning at Honolulu. William had the best wishes for a successful and pleasant journey, and a speedy return.

On the evening of December 17th, 1912, Master Mechanic F. Tuma and General Foreman J. N. Gaiser attended a general meeting held at Convention Hall, in regard to Safety First Rally, at which officials and employes of various railroads entering Buffalo were present, and this subject was discussed in all its phases.

As we all know, Mr. Tuma is always on the alert, and there was nothing slow about him, for the very next day he called his staff and shop employes together and gave a very able and interesting talk during the noon hour on this same subject—Safety First Rally, and we hope that all who were present will profit from the lecture given by him. Mr. Tuma gave a synopsis of what was taken up at the meeting and also spoke from his personal observation and past railroad experience, in connection with Safety First Rally. Mr. Tuma was highly complimented and given a vote of thanks by all who were present, for the very interesting lecture delivered by him.

MEADVILLE SHOPS.

The roundhouse and shops have been put on a 50 hours per week basis.

The remarkably fine weather has greatly helped the outdoor work. The new foundations and walls are entirely completed.

All K-1 engines now in shop will be equipped with the Baker valve gear and super-heaters. H-22 engines will be similarly equipped, and change of cylinders.

The improvements on the turntables have been completed, and are now in service and working satisfactorily.

Construction work in the lower yard has been suspended for the winter.

Lafayette Derby, the retired veteran freight clerk, is frequently called to help out during the present busy season.

Upwards of sixty apprentices are now on the rolls of the Mechanical Department. Six classes have been formed, all in charge of F. De Saussure, technical instructor.

Misrepresentation on part of labor agents brings many men to these parts. They will stay but a few days and the contractors are greatly hampered in their work.

The friends and acquaintances of Frank H. Ash of the Paint Dept. sympathize deeply with him in the loss of a son at Detroit, Mich. He was an exemplary young man, formerly in the employ of the Erie.

Harry Oster, the veteran quadrant and throttle man, is again on the job, after a siege of illness.

Mr. Jacob Reeschman of Foreman James Smith's machine department, is seriously ill at his home.

The track inspection car has reached home, after an extended trip over the system and the Penna. Lines, and B. & O. R. R. The car is in charge of Mr. Holmes, mechanical engineer.

BRIER HILL SHOPS.

T. F. Gorman, general foreman, has returned to duty, after a short illness.

J. H. Sweeney, storekeeper, is a hustler and is very well liked.

Edward Dechant, notary public, is off duty on account of sickness.

C. H. Humerson, foreman pipe fitter, claims to be the champion hunter. He was out hunting, and the only thing he shot was a fine setter dog.

Leonard Fagnano, boiler maker apprentice, was out hunting and would likely have gotten some game, if the shells used had any shot in them. If he had taken a club, instead of a gun, he would likely have been more successful. He says he is going to have the party who sold him the shells arrested.

H. McDonald, machinist, is the happy father of a bouncing boy. He says his name will be Patrick, or no name at all. His fellow workmen presented him with a fine go-cart. L. J. Connors made the presentation speech. W. Riley responded on behalf of Mr. McDonald, who was so taken by surprise he could not talk.

W. R. Tracht, round house foreman, took a day off to buy Christmas presents; understood it took a large express wagon to haul the goods.

L. J. Connors, machinist, has been acting as assistant roundhouse foreman, on account of the rush of work. Mr. Connors has had considerable experience; was foreman several years on L. S. & M. S. R. R.

Charles Loney, machinist, resigned to accept a position with Grand Trunk R. R. at Montreal, Canada.

Mrs. Chas. Humison, wife of pipe fitter foreman, was badly burnt while attending to furnace. Glad to hear she is improving.

W. Davison and wife visited in Cleveland.

Are making many needed improvements at shop; put new doors on roundhouse and are making repairs to floor, which will make it very comfortable for the Winter.

George Armstrong, stationary fireman, and Mr. Smith, labor foreman, met with a bad accident. When out riding in Mr. Armstrong's automobile, something went wrong with steering gear, causing him to come in contact with a telephone pole. While the gentlemen were not seriously injured, they were badly shaken up. Will be necessary to give machine T. & M. repairs.

Frank Ametto's private car was wrecked by falling in turntable pit. Frank says air brakes failed to work, which caused wreck.

Robert Navin, timekeeper, has been off duty for some time on account of sickness.

J. J. Yoder, boiler maker, has accepted position as boiler maker at this station. Mr. Yoder came from Penna. Co. at Mahoningtown, Pa.

L. White, boilermaker, from Penna. Co. at Allegheny, Pa., has accepted a position as boiler maker at Ferrona, Pa.

Leon Pitzer of the Bureau of Information, visited in New Castle and Lowelville.

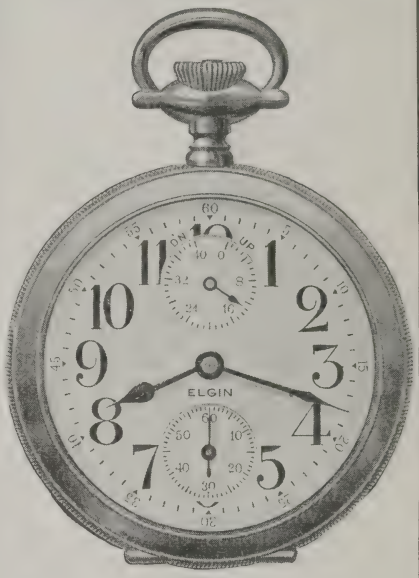
William Hosmer, boiler maker, has resigned to accept service with McKelvey & Co.

Are making extensive repairs to pump house. Mr. Gillin, the pumper. says when repairs are completed he will have one of the finest pump stations on the Erie.

CLEVELAND SHOPS.

R. C. Carlson, our popular storekeeper, who is taking a great interest in the Boyden plant lately, claims he has the best mother-in-law of any one

This Watch Tells You When to Wind



IT is the B. W. Raymond, 19 jewel watch with winding indicator. Regularity in winding makes regularity in timekeeping. The indicator is a safety device that tells you when to wind. It also tells you when not to wind, for frequent winding also prevents good timekeeping.

Does your present watch keep time? If not, discard it. Buy this up-to-date

B. W. Raymond

It's a *timekeeper*. It is good looking—it has an easily read dial—it's the thinnest 18 size watch made—a pocket full of guaranteed satisfaction.

$44.00 in 25-Year Case
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At all dealers.

We will make a special selection of one of these fine timekeepers for you. *Write for details.*

ELGIN NATIONAL WATCH CO.
Elgin, Ill.
Please write details of special selection offer and send cardcase.

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E. M 1

on the M. D. He will be better known among his many friends as the man who furnished the buns and limburger cheese in Huntington last summer, to prolong the life of our M. M., who was almost overcome with hunger after the banquet of the fire brigade. This assertion is all on account of spending his Christmas holidays in Rochester, N. Y., with his wife and family, at the home of her mother, and a most delightful visit was enjoyed.

We all much appreciate the good work done by Fay Dennis, the electric welder. Fay claims his equal is not on the Erie and from the amount of good work he has turned out since the plant was installed, he seems to be the right man in the right place.

We were honored this month with an inspection party, composed of W. Schlafge, genl. mech. supt.; E. S. Fitzsimons, mech. supt., and W. Cozad, supt. of apprentices, who took in all points around Cleveland, and the M. D.; also Brier Hill Shops.

We are all very sorry to hear of the misfortune that overcame Albert Novak, painter, under John Moore, who lost his only child after a few days' sickness.

E. M. Rennie, of the office force, has been off duty for several days, account of sickness, caused by overexertion and anxiety, in not having full details from Brier Hill.

We are well pleased with the good news of W. Javorsky, transferred from the office force to the mech. supt.'s office, Garfield Building. Frank Rielly was appointed to fill the vacancy. Chas. Osser was promoted to ledger clerk.

E. W. Johnson has resigned the position of piece work checker. A. Milk was appointed to fill the vacancy.

Jake Neuman, stenographer to M. M. Boyden, wishes to express his heartfelt thanks to all his friends and associates, more particularly the office force under R. C. Carlson, S. K., for their kindness and beautiful floral offerings tendered when he lost his father.

Since the installment of the new system of checking in and out, for the entire plant, we have a crackerjack in Lewie Mead, whose quick actions and keen eye in caring for all, is away above the average, especially at noon, the most trying time, but he gets there just the same and no delays are yet charged up to him.

J. A. Boyden, M. M., spent his well-earned vacation in the East with relatives and friends. He reports having a very pleasant time.

Erie Dispatcher J. F. Alwood's vacation days were mostly spent in the suburbs of the Forest City.

Tom Koestor, air pump repairer, wanted to use economy in moving his household goods to his new home and personally invited Chas. Fitzgerald, foreman of running repairs on passenger engines, to help him out in order to keep down expenses. He said he would furnish the supper to save time; and this is the lunch he got away with after 1½ hours of work: 7 fried eggs, 28 cts.; 1½ loaf of bread, 7½ cts.; 1 cake confiscated, 18 cts.; 7 cups of coffee, 30 cts.; 6 apples, 12 cts.; butter on bread, 8 cts.; total, $1.03½.

Christmas and New Year's will be past and gone when this issue of the Magazine is circulated among the loyal employes of the old Erie, and more especially the Mah. Div., with the mechanical department in the lead. J. A. Boyden, M. M., wishes to extend a merry Christmas and a Happy New Year to all, for their good support and efficiency in holding up the standard of discipline which he has carried out from the start.

MAHONING DIVISION.

Employes on the Mahoning and Meadville Divisions were very sorry to learn of the death of Conductor H. E. Reed, which occurred at El Paso, Texas, on December 16th. Mr. Reed left Youngstown, Wednesday night, December 11th, accompanied by his wife, enroute to Arizona, where he was going in the hope of bettering his health. He has been in poor health for some time, but when he departed nothing serious was looked for in such short a time. Mr. Reed was born in New Castle, May 17th, 1871, and had been employed at New Castle and Youngstown practically all his life as brakeman and conductor on the Mahoning Division. Deceased was a member of Tabernacle United Presbyterian Church; also of Western Star Lodge No. 21, F. A. M.; Youngstown Chapter No. 93, St. John's Commandery No. 20, and Al. Koran shrine of Cleveland. He was also a member of the Order of Railway Conductors at the time of his death, being chairman of the Grievance Committee.

T. Fitzgerald, conductor, Mahoning Division, is acting general yardmaster at Cleveland, during the absence of G. H. Carmont.

Geo. H. Meese, train baggage master, spent several days the first of December at Aurora Pond, hunting bear and wild ducks.

H. W. Clarke, brakeman, is confined to his home on account of sickness.

KENT SHOP KULLINGS.

Richard S. Carey, for 42 years employed in blacksmith shop, died Dec. 15th, after an illness of about four weeks, of pneumonia. "Dick," as he was commonly known by everybody, was a good and honest citizen, a good mechanic and trustworthy employe, and during his whole term of service was never reprimanded for any misdemeanor, or misconduct. His shopmates will miss him greatly, on account of his kind-hearted and cheerful ways. Tall in stature, strong in body, he was a familiar figure in the ranks of men and also had a wide acquaintance among the veterans of the Erie. Mr. Carey was born March 4th. 1851, in Summitville, Columbiana County, Ohio, where his early life was spent. On July 3, 1873, he was married to Miss Eunice Bosler of Kent. She died 14 years ago, leaving six children. On Aug. 10th, 1903, he married Mrs. Jennie Spring; to them three children were born. Besides his widow, six sons and three daughters survive him. The funeral was largely attend-

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ELECTRIC TURNTABLE TRACTORS :: ELECTRIC TRANSFER TABLES

Offices, 1090 Old Colony Building, Chicago

NICHOLS TRACTOR ATTACHED TO 80-FT. TURN TABLE

Nichols Electric Tractors on the Erie-Buffalo, Hornell, Huntington, Hammond, Marion

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Successors to BILLINGTON, HUTCHINSON & CO.

INSURANCE

3 SOUTH WILLIAM STREET NEW YORK

Philadelphia Office 425 WALNUT STREET

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San Francisco Office 131 LEIDESDORFF STREET

ed by his relatives, shopmates and many local and out-of-town friends. The floral offerings there were many and beautiful.

C. G. Brown, wife and daughter visited with friends during the holidays.

W. H. Lobdell spent a few days at Cleveland with his daughters and sons recently.

W. C. Coward, accompanied by wife and daughter, visited Buffalo, New York City and Susquehanna, the latter his old home, during Christmas holidays.

Emmet Stratton has been off sick with typhoid fever the past nine weeks and is expected to be able to resume duties about the 1st of the year.

The reclaiming plant is about completed and ready for operations.

As other shops are being equipped with electric lights, we are in hopes that Santa Claus will provide us with a similar plant.

CINCINNATI DIVISION.

The Erie had an extraordinary shipment Sunday, Nov. 10th, when they hauled a large turbine over the Cincinnati Division, on a special car constructed for the shipment, on account of the clearances. The shipment consisted of a large turbine wheel, billed to Keokuk, Iowa, from Akron, Ohio. It is to be used in a big water power proposition at Keokuk. The wheel was 17 feet high, 11½ feet wide, and weighed 121.000 pounds. It is one of the largest ever made.

D. R. Larue has accepted the position of chief clerk to the yardmaster at Marion, vice M. Baker, transferred to other duties.

The new ash pit at Marion Roundhouse is in operation. This will greatly facilitate the movement of engines to and from the shops, and will give an opportunity to coal engines going to the shops from both directions at the same time.

The yard limit at South Marion has been changed. The signs were moved to a point 2,500 feet west of the "west switch." This takes a great deal more track into the service of the yards.

The new double track in the yards at Marion is completed and the interlocking plant at "M.J." tower has also been completed. This will give double track service entirely through Marion Yards.

F. D. Stimson, chief clerk to Division Engineer W. P. Kimble, resigned his position and immediately left for Galion. Mr. Stimson does not know what he will do for the pres-

This Name on a Watch Insures Protection

With this great South Bend railroad model your dealer gives you a signed ***Insurance Certificate*** that absolutely binds us to ***give you a new watch free*** should a change in the watch requirements make it necessary for you to buy a new watch in the next five years.

You do not have to worry about changes in watch requirements—

You can go to work for another road with no fear of buying a new watch—

We assume the responsibility.

The SOUTH BEND Studebaker RAILROAD WATCH

The South Bend Studebaker is positively the only watch insured to pass watch inspection on any railroad for five years to come.

Have your inspector show you one of these grand Studebaker models.

Write us for a copy of the Insurance Certificate—an investigation ***now*** may save you the cost of a new watch later.

South Bend Watch Co.

Makers of Master Timepieces Watch Cases That Excel

South Bend Indiana

The Master Timepiece

ent. No one has been appointed to fill his position.

Erie Attorney Frank Pigman was quietly married on Thursday evening, Dec. 5th, to Mrs. Flora Coulter at the Coulter residence. The ceremony was performed by the Rev. J. H. Anderson, pastor of the First Methodist Church. They left at nine o'clock for a trip through the South and will be gone for several weeks. Their many friends wish them success in their married life.

The Erie is installing an eight-inch water line from the water softener to the machine shops, in Marion Yards.

GALION SHOPS.

H. Poth, timekeeper, has been promoted to stock clerk, vice Eugene Barkle, resigned.

C. D. Young, clerk, has been promoted to timekeeper, vice Henry Poth, transferred.

C. H. Crew has accepted a position as clerk in the master mechanic's office.

D. Mahoney has taken the position as messenger, vice Fred Smith, promoted to clerk.

M. Ankele and wife are spending Christmas with friends in Newark, Ohio.

E. S. Fitzsimmons, mech. supt., and Mr. W. S. Cozad, supt. piece work and apprentices, were Galion shop visitors recently.

We are glad to see our old friend Ross Worden, flue setter, back again with the "Old Reliable."

E. P. Joyce, roundhouse foreman, is spending Christmas with friends in Binghamton, N. Y.

Peter Rettig has retired from the Erie, after having spent 31 years with the Company, as machinist helper. We all feel that he will enjoy a well earned and much needed rest.

BROOKS' NEW CURE FOR RUPTURE

Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No lymphol. No lies. Durable, cheap. Pat. Sept. 10, '01.

SENT ON TRIAL.
CATALOGUE FREE.

C. E. BROOKS, 1013-A State Street, Marshall, Mich.

There's an engineer in about every town in the country who has been introduced to Jefferson and not one of them is sorry for it.

These converts have learned that putting Jefferson Unions on their lines means throwing away gaskets—stopping leakage—elimination of union troubles.

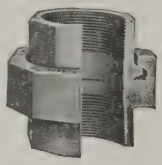
Learn **your** lesson now.

There's a brass ring imbedded in the joint of every Jefferson that **means a perfect union.**

It is non-corrodible—set away from the runway where it cannot be affected by the steam. Pipe ends can't bang it out of place, expansion and contraction cannot affect it.

There's a sloping shoulder on the swivel end, which is of assistance in connecting pipes when they are slightly out of line. You can throw away gaskets when you're a Jefferson convert.

The name "Jefferson" on the nut is a sign that you are buying a **genuine** Jefferson Union. Look for that name. Get more Jefferson information. Let us send you our booklet, giving you the story of Jefferson superiority in detail. There's no obligation—it will interest you.



Look for the name on the nut.

M. F. SMITH, 62 Gold Street
New York Agent

The Jefferson Union Co.
37 Fletcher St., Lexington, Mass.

OUR FOREIGN FRIENDS.

The following statement is of interest as showing, as per Government reports, the number of immigrant aliens admitted to the United States in the month of August, 1912:

Races.

African (black)	516
Armenian	856
Bohemian and Moravian	811
Bulgarian	983
Chinese	157
Creatian	2,943
Cuban	336
Dalmatian	458
Dutch	866
East Indian	20
English	4,450
Finnish	774
French	1,549
German	5,512
Greek	7,696
Hebrew	9,492
Irish	2,244
Italian (north)	2,371
Italian (south)	14,470
Japanese	803
Total men	83,939
Korean	8
Lithuanian	1,772
Magyar	1,729
Mexican	1,292
Polish	8,285
Portuguese	770
Roumanian	623
Russian	1,709
Ruthenian	1,667
Scandinavian	2,403
Scotch	1,419
Slovak	1,546
Spanish	449
Spanish-American	151
Syrian	458
Turkish	127
Welsh	182
West Indian	165
Other peoples	315
Total women	47,888
Immigrants debarred from entering United States, men	1,523
Immigrants debarred from entering United States, women	399
Citizens of the United States returning from abroad, men	18,618
Citizens of the United States returning from abroad, women	13,486
Immigrants entering U. S. during year ending June 30,'11	878,587

ABOUT GIVING ORDERS.

By Carl R. Klok.

More and more we are coming to be considerate of the rights of a man as a man. There are certain unwritten laws which prescribe our human and just ways of giving orders, and you will find it is better and generally more effective to request than command. Trainmen and soldiers are disciplined to obey point blank, but not the mass of people. You can get better results from the majority in another way.

Do you know that you can accomplish a hundred times as much by spicing your orders with courtesy—with consideration and with respect? No one doubts your authority to command if you prefer. It may be your right and it may be the other fellow's place to obey at once, but why command when a respectful request will not only obey your order more quickly and cheerily, but also gain for you the respect and loyalty of the one addressed?

There is no living man regardless of position, rank or file who is not privileged in his home, in his business or elsewhere to give orders to someone or to something; be it only his dog—but even a dog will at times revolt at a too stern command. He can be better handled with gentleness.

This spring when you passed by some young just seeded lawn and saw the sign, "Keep Off the Grass!" you went your way and thought alone, "Who says so?" Of course you kept your big feet off it just the same.

Then when you passed the sign upon the other lawn, "Please Keep Off the Grass," you went another way and said, "All right I will."

But had you passed the modern simple sign planted on a new young lawn just sprouting up with tender green reading in all respect and modesty just only, "PLEASE," I know you would have caught the hint and thought or said, "Sure and with some pleasure!"

You see the good spirit of an order or request best insures obedience to it.

Of course there are exceptions as to every other rule. You may put up the finest sign, with work and care and pains; but it won't do the least of good in keeping off the rains!

In California's pleasure parks 'tis said they surpass this; they have no use at all for signs (but no doubt use their club at times!)

But let this be just as it may; the best word you can learn to say is ever always, "Please!"

It gets results!

Some men are kept so busy boasting of what they are going to do that they have no time to do anything.

Third National Bank

SCRANTON, PA.

CAPITAL - - $200,000
SURPLUS (Earned) $1,000,000

Designated Depositary of the United States.

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FIRST NATIONAL BANK, JAMESTOWN, N. Y.

CAPITAL, - - $153,300
SURPLUS, - - $350,000

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UNITED STATES DEPOSITARY
ORGANIZED 1894

New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

Capital, - - - $100,000.00
Surplus & Undivided Profits, $175,000.00
Deposits, - - - $1,300,000.00

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E. A. HEMPSTEAD, Vice-President
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Depositary of the United States, The State of Ohio, Montgomery County

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MANUFACTURERS

Railway and Signal Supplies

CHICAGO — and — NEW YORK

FIRST NATIONAL BANK

SCRANTON, PA.

CAPITAL - - - -	$1,000,000.00
Surplus and Undivided Profits -	$1,745,778.43
DEPOSITS - - - -	$10,351,597.90

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A. G. Ives, and Alfred T. Hunt, Asst. Cashiers

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Frank E. Platt — Chas. S. Weston
Richard H. Higgins — Henry Belin, Jr.
J. Benjamin Dimmick

FIRST NATIONAL BANK

YOUNGSTOWN, OHIO

OLDEST NATIONAL BANK IN OHIO

Capital and Surplus	$2,600,000.00
Resources .	$11,300,000.00

First National Bank

PATERSON, N. J.

Business and Family Accounts received on favorable terms

CAPITAL STOCK, $500,000
SURPLUS, - - - 650,000

United States Depository

EDWARD T. BELL, President
W. O. FAYERWEATHER, Vice-President
WHITFIELD W. SMITH, Cashier
FREDERICK D. BOGERT, Asst. Cash.

Commercial Trust Company of New Jersey

JERSEY CITY, N. J.

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Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail

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Opposite Exchange Place Station, Hudson Tunnels, Pennsylvania Railroad Terminal and Ferries to New York.

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Myles Tierney
Cornelius Vanderbilt
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Augustus Zabriskie

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

AUTOMATIC Razor Stropper. Strops both regular and safety razor blades. Nickel plated, genuine horsehide strop, reversible action. Attachment for all makes of safety razor blades. The best automatic stropper made. Why not enjoy shaving? Price, prepaid, $2.00. C. M. Roe, Erie Freight Office, Owego, N. Y.

FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

FOR SALE—Almost new bicycle; have had same three months. It is equipped with New Departure coaster brake, double spiral spring seat, also new pair of puncture-proof tires, etc. For particulars address Wm. C. Ryan, 531 Devon St., Arlington, N. J.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

TWELVE beautiful colored postals, everyone different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

FOR SALE—A complete wireless receiving outfit, in good working condition. Also some sending apparatus. For particulars, address, E. Trachsler, 14 Chestnut St., Paterson, N. J.

FOR SALE—Tumbler Pigeons. Also Golden Seabright and White Cochin Bantams. W. M. Burrus, 520 N. Lincoln Ave., Scranton, Pa.

FOR SALE—An Oliver Typewriter No. 5, practically new. Latest model and has all latest patents, tabulators, both spaces, etc. Make me a cash offer. C. S. Webb, agent, Hasbrouck Hts., N. J.

RED BELGIAN HARES, Redder than ever, better than ever, larger than ever, Pedigreed stock from prize winners and imported stock. Also those large Flemish Giants in grays, blacks and blues. Prices reasonable. Jess McCulley, Operator, North Lewisburg, O.

FOR SALE—Saddle Tumbler Pigeons. All colors. W. M. Burrus, Dunmore, Pa.

UNDERWOOD Typewriter for sale. Scarcely used. Perfect condition. Stenographer Meyer, Room 750, 50 Church Street.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Write me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE—Stevens visible-loading 22 rifle new condition, shot about 175 times, $6 with belt. L. W. Michel, Avon, N. Y.

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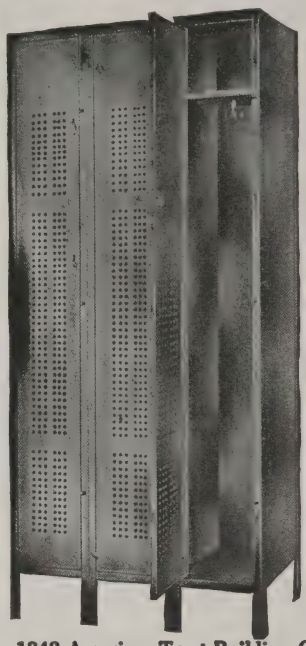

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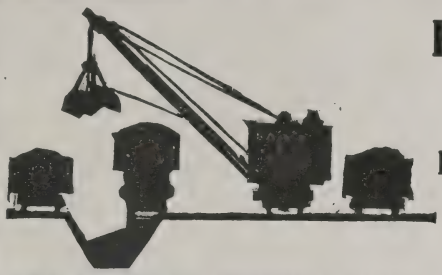

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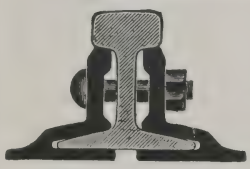

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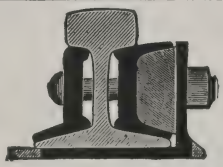

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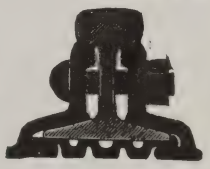

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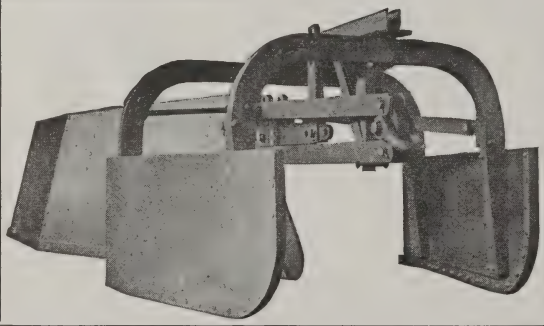

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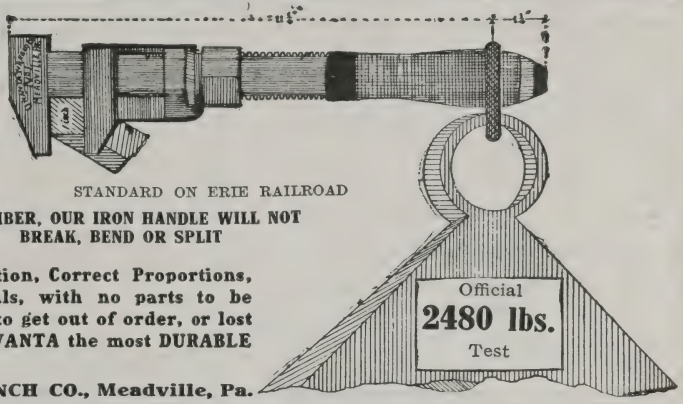

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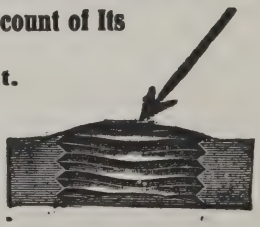

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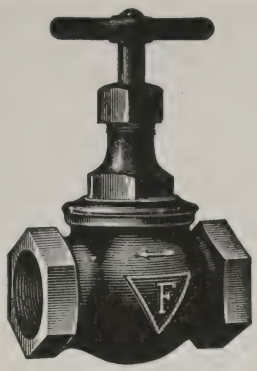

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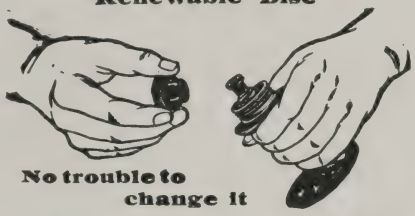

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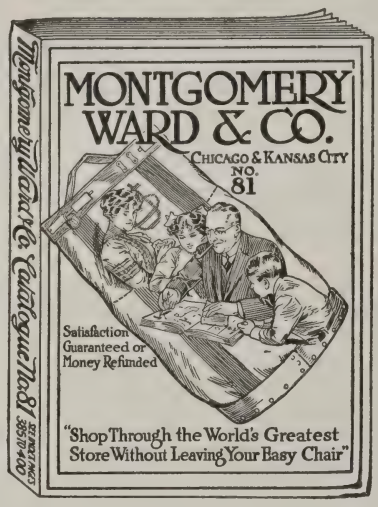

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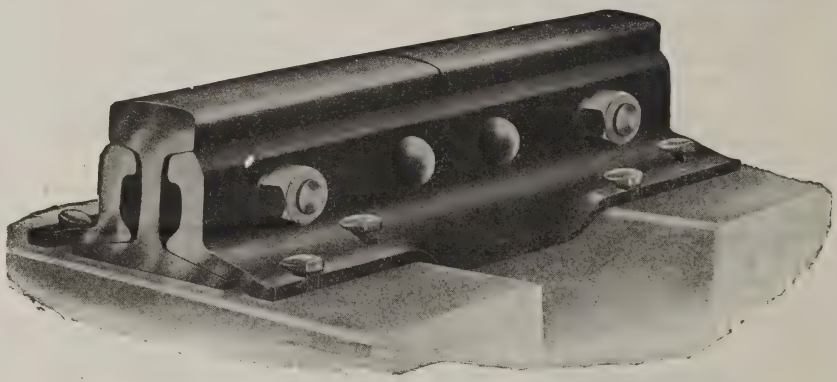

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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

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A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

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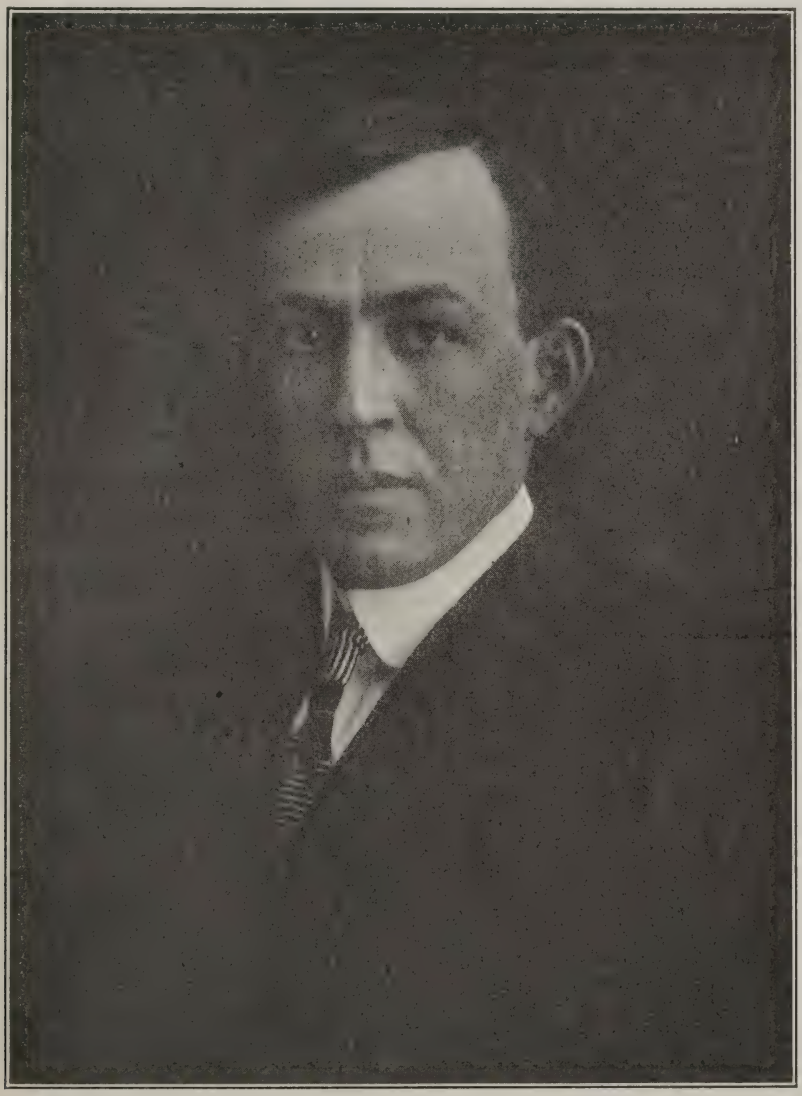


F. D. LAKIN.

DIVISION ENGINEER LAKIN.

On the preceding page will be found a picture of Mr. F. D. Lakin, division engineer of the Meadville Division, who is now in the midst of new construction work going on in his territory. He has been over eight years with the Erie. One of Mr. Lakin's fine characteristics is his cheerful personality. He is a most genial person and always glad to confer a favor when it is in his power. All the boys have a kind word for him.

Following is his record:

Graduated at Washington and Lee University in 1900 and entered Construction Department of the Pennsylvania Lines West of Pittsburg; went with the B. & O. as assistant on engineering corps in 1902, and in 1903 was on construction work for the Chicago & Northwestern Railway; in April, 1904, entered service of the Erie Railroad at Youngstown; was transferred to Cincinnati Division as assistant division engineer the same year; in 1906 was appointed supervisor at Galion, O., and in November, 1908, was promoted to division engineer at Meadville, Pa.

ERIE RELIEF ASSOCIATION.

The board of directors of the Erie Employes' Relief Association held their quarterly meeting at the secretary's office, December 16, 1912. Six applications for pension were favorably acted upon and the members ordered placed on the pension roll the first of January. One of these pensioners is the widow of a former member. The January pension roll will carry 19 pensioners. The average monthy pension paid to these 19 members in the month of January is a little less than $40.00 per month. Several more applications to be placed on the pension roll were considered by the board of directors, and were either rejected or held for further investigation.

One hundred new applications for membership were received during the month of December, and the first fifteen days of January show 80 applications received.

The new Constitution and Rules have been printed and partly distributed. Rule 21 is not clearly understood by some members. The regular monthly assessment is due the last day of the month, and must be paid within thirty days to avoid suspension. The member on a leave of absence whose assessment is not deducted on the payrolls for that month or paid in cash, will not be suspended, provided he resumes duty the following month, and two assessments are deducted on the payrolls for that month. If he is out of service two months in succession, however, a cash payment of two monthly assessments should be made to the secretary's office before the end of the second month, in order to keep in good standing.

If your age is less than 55 years and you are not yet a member, fill out an application blank while there is an opportunity. If you have no blanks, a postal card directed to the Erie Employes' Relief Association, Salamanca, New York, will bring you a blank application for membership and a copy of the rules governing the Association.

R. R. MEN'S IMP. SOCIETY.

Interesting addresses were made by Mr. H. Norris, of the auditor of freight accounts department, on January 9th, and by Mr. C. L. Chapman, assistant to D. W. Cooke, general traffic manager, on January 23d, at the meetings of the Railroad Men's Improvement Society. The lectures were appreciated by a very large audience.

The Society membership has grown to over one hundred, and a very attractive emblem has been designed for the Society.

Preparations for the "Informal Dinner," to be given at the Hotel St. Denis, are progressing favorably, and it is anticipated that covers will be laid for over one hundred members and guests, including a number of officers of the Company.

The next meeting of the Society will be held on Thursday evening, February 13th, at 6 P. M. at trunk line rooms, 143 Liberty Street, New York City, and will be addressed by Mr. W. F. Allen, general secretary and treasurer, of the American Railway Association. The chairman, Mr. L. V. R. Clum, on behalf of the Society, extends a cordial invitation to any who may be interested and desire to affiliate with the Society, to attend the meeting on this occasion.

"What barbarous instincts those old Romans displayed at their gladiatorial games."

"Yes," replied Miss Cayenne, "they were almost as indifferent to human life as a crowd of people watching an aviation contest at a county fair."

THE ERIE RAILROAD IN THE NORTHWEST.

By J. W. Adams, General Northwestern Agent, St. Paul, Minneapolis, Minn.

THE appointment of Mr. G. J. Borup as agent for the Great Western Despatch in 1873, is the first mention made of Erie representation in the Northwest. Mr. Borup had desk room in a real estate office at the corner of Third and Jackson Streets, St. Paul. He was unassisted in his work and his territory included a considerable portion of Wisconsin. It was bounded by the Pacific Ocean on the west and the Arctic Circle on the North. The Great Western Despatch Agency continued until 1886, when it was changed to the Erie Despatch. The Minneapolis Agency was opened in 1892, with W. R. Crow as agent and Mr. Borup as general northwestern freight agent, with headquarters at St. Paul.

The Twin Cities of St. Paul and Minneapolis have their business centers ten miles apart, with separate banking, railroad and wholesale districts. This necessitates the maintenance of two offices, although the limits of the two cities join in the Midway District. The present force consists of a general northwestern agent in charge of both offices, agent, stenographer, two traveling dairy agents and one traveling passenger agent at St. Paul; two contracting freight agents, city passenger agent, stenographer and two traveling freight agents at Minneapolis. The St. Paul office is on the ground floor at No. 6 East Fourth Street, in the Commerce Building. The Minneapolis office, for the past four years, has been located on the ground floor at 510 Nicollet Avenue.

St. Paul has a population of 214,744, Minneapolis 301,408, the two cities making one of the large commercial centers of the United States. The states of Minnesota and North Dakota comprise 98,662,400 acres, a large portion of which is subject to profitable cultivation. Great stretches of prairie lands were early placed under cultivation, and the settlement passed over the wooded country, which extends northwest of the Twin Cities about 100 miles. After the first rush to the open country, settlers turned to the nearer territory, which has been rapidly brought under cultivation.

The principal farm products are wheat, oats, barley, rye and flax. Minneapolis the largest milling center in the world and also produces a very large tonnage of linseed oil and cake. The general offices of the Great Northern, Northern Pacific and the Chicago, St. Paul, Minneapolis & Omaha railways are located at St. Paul, while at Minneapolis are the headquarters of the rapidly developing Soo and Minneapolis & St. Louis railways. Both towns are making rapid progress in jobbing and miscellaneous manufacturing.

The growth of the United States has increased the demand for spring wheat flour, and, while 20 years ago a large percentage of the flour produced by Minneapolis and country mills was exported, the most of the output now goes to domestic markets. The growth of the cities of the middle West and the development of dairying and intensive farming, have increased the movement to points west of the Erie, but there is still a large tonnage of flour and feed needed by the great cities and populated country districts of the East. Our friends in the East can help the Erie along by continued activity in the solicitation of this eastbound business, which is being more and more controlled by delivering conditions.

150 miles to the north are the cities of Duluth and Superior, with a combined population of 118,850. Through these ports pass great quantities of wheat and other grains. A large proportion of the flour from Minneapolis also seeks the cheaper water rates from the first of May to the first of December. During the last 20 years the shipments of iron ore from the Missabe and Vermillion ranges have increased to an enormous extent. This movement is a short rail haul to the docks on Lake Superior, where the ore is sorted and loaded into America's great fleet of inland carriers and shipped to Cleveland, Ashtabula, Conneaut and other ports for rail transportation to the furnaces, making possible the wonderful development of the steel industry and the increased expansion of the export trade in iron and steel articles of the last few years. The steel corporation is erecting, within ten miles of Duluth, a large, modern plant for the local utilization of these ores. Large quantities of anthracite and bituminous coals are brought to Duluth and Superior to warm the buildings and run the Northern railroads. The last few years have seen the growth of the steel industries in the vicinity of

Chicago and the consequent shifting of tonnage, that might otherwise have moved from the Ohio and Pennsylvania districts. In the next ten years we will see an additional shifting with the operation of this giant plant near the Zenith City, and though we may help feed the nation with our flour and supply the steel industry with its ores, our growing rural and city population, on account of our varied climatic conditions, will require for many years, thousands of articles manufactured by the mills of the East. We have a very wide range in our temperature. The excessive heat of the short summer, being soon followed by the forty degrees below

J. W. ADAMS.

zero of our winter months. This great change makes necessary the lightest clothing for summer wear, the intermediate changes for spring and fall, and the heavy protection during the cold months of the winter.

The location of the Twin Cities, 150 miles from Lake Superior, gives them for seven months of the year, the advantage of low lake and rail rates, and the majority of shippers and receivers change their routing in April from all rail to lake and rail.

Our all-rail connections are, via Chicago, with the C., B. & Q., C., M. & St. P., C. & N. W., C., R. I. & P., C. G. W., I. C., M. & St. L. and Soo Line.

We handle freight eastbound to Buffalo and westbound from Buffalo and Cleveland during season of open navigation, via our own Erie Railroad Transit Line through Milwaukee and Chicago; via Duluth and Gladstone, in connection with the Mutual Transit Company, of which we are part owners.

Much help can be given western agencies by active solicitation of large shippers. A number of large receivers in this territory do not indicate eastern line routing on their less than carloads shipments, even where they pay the freight, merely indicating whether they wish standard, differential, all-rail, or lake and rail service. This is particularly true of the wholesale hardware trade. Large receivers of flour and grain products almost always specify the eastern routing, warehouse locations, holding privileges, as well as personal friendship for line representatives influencing the routing.

Our business should continue to grow with the growth of our country and the improved facilities of the Erie for handling the products of our farms and factories and giving prompt service on the goods shipped from the East to our jobbers.

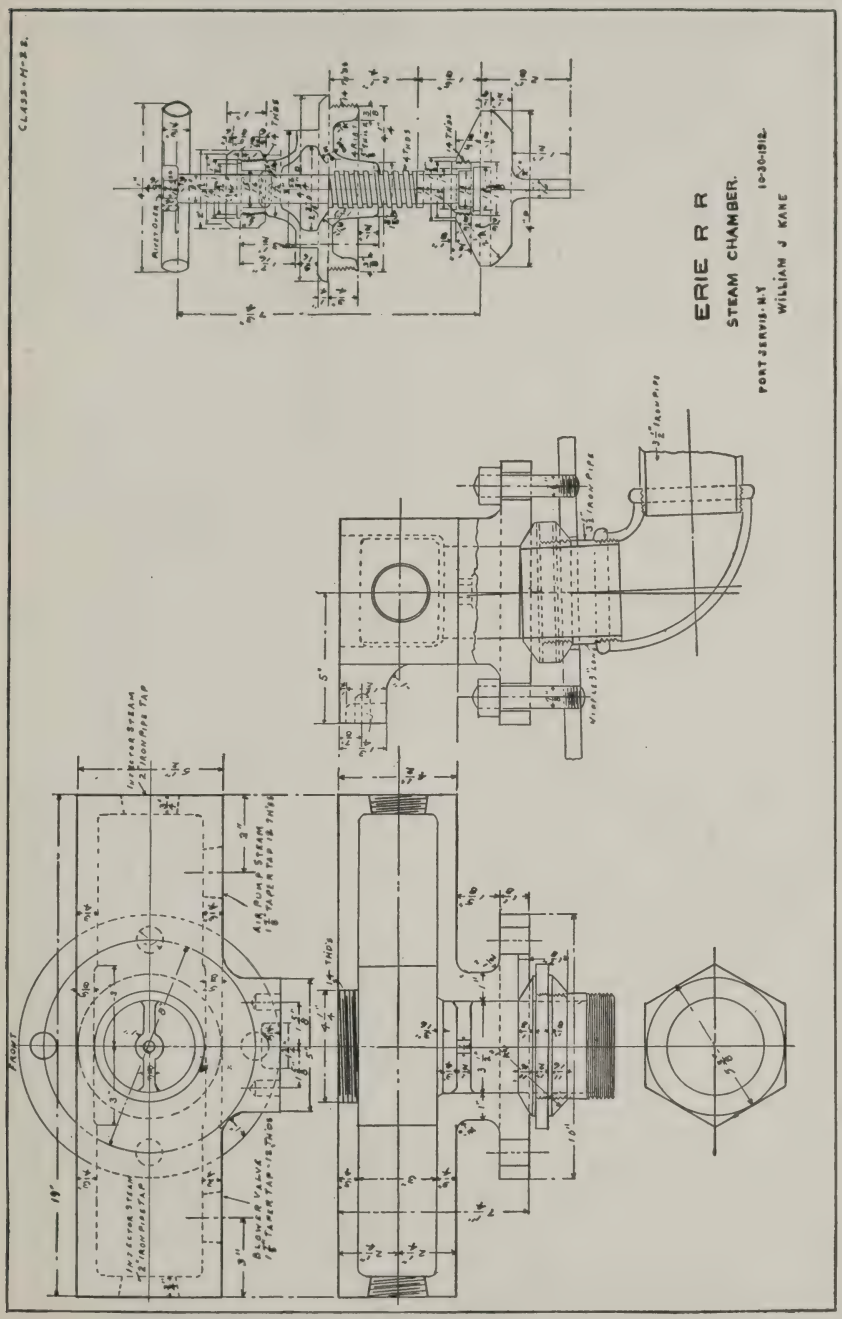
Mr. Adams has jurisdiction over the Erie Railroad Company's northwestern agencies in territory as follows: Minnesota, North Dakota, Superior, Wisconsin, freight and passenger traffic. South Dakota, passenger traffic.

APPRENTICE KANE'S SKETCH.

The sketch of a steamchamber for consolidation engine, class H-22, which appears on another page, was made by Machinist Apprentice, W. J. Kane, who is now entering his fourth year in Port Jervis shop, and will soon be given a mechanic's degree.

This is the third tracing this boy has made and shows good work for a young draftsman. His technical training consisted of the regular work, as laid down in the Apprentice School Text Book, and this he has carefully followed out.

Young Kane's practical training has consisted of the ordinary course, as laid down in the text book, which covers machine and erecting shop work on locomotive repairs.



CLEVER SKETCH BY J. W. KANE, DUNMORE SHOP APPRENTICE. (See Page 714.)

DENIES EXISTENCE OF HIGH LIVING COST.

THE New York "Sun" in its issue of January 11th, printed the following article concerning the high cost of living. In connection with the article a Government expert says former food prices were extraordinarily low; that luxury is to blame and that the increase in number of unproductive expenses are responsible for high prices. This is the article:

The Patria Club's diagnosers of the high cost of living were shocked at the Hotel Manhattan last night when Dr. George K. Holmes, who has been studying this bugaboo for the Department of Agriculture, came pretty close to saying that there is no such thing.

He had the figures to prove that today's prices of necessaries are not at all unprecedented. "It may seem like telling a child not to cry when he is hurt," he observed, "but nevertheless the fact is that the present high price level is high only by comparison with the extraordinarily low depths of the price levels of the later years of the '80 and throughout the '90s. Even the farm price of beef was higher from 1881 to 1885 and from 1896 to 1900 than in any subsequent year except 1911 and 1912. We had become so accustomed to the unusually low prices for a period of twelve or fifteen years that we forgot that those prices were exceptional in our experience and grew into the expectation that they would continue indefinitely. Nevertheless the re-establishment of former prices is painful."

Dr. Holmes counted "the enormous increase in the variety of expenditures for unproductive consumption, for pleasure, for luxury," as one of the main factors in boosting the price of existence in recent years. He blamed such things as moving pictures and such opportunities for dropping nickels and dimes for momentary gratification. He said that the family automobile has added a group of expenses sufficient to annihilate a comfortable savings account." He mentioned also card party prizes, more frequent calls on the family physician and tipping.

He insisted that this subject has not been sufficiently emphasized by those who are trying to find out how we spend so much money without getting anywhere. It is unproductive consumption, he said, that eats up the last dollar before the next pay day, that scrimps the housewife in finding the wherewithal to keep the family in food and clothes.

"It is about time," Dr. Holmes added, "for the consumer to stop playing the part of a man with a grievance. Nearly all his grievances that can be corrected can be corrected by himself. He can buy with greater economy in prices through co-operative efforts and by paying cash and by avoiding the expensiveness of petty distribution by not buying things in small packages. Then there are the costs of pleasure, and it may be that the situation is so bad that pleasure should harken to income.

"Consumers seem to be taking it for granted that everything in the way of favors should be coming their way without any effort on their part to procure them. They are making a most radical mistake and in consequence are getting the worst effects of a period of high prices."

Miss Ellen Louise Johnson said she thought Dr. Holmes had been too courteous to women. Their ignorance of marketing, she added, is a wasteful thing for their families.

THE ENTERPRISING "GLOBE."

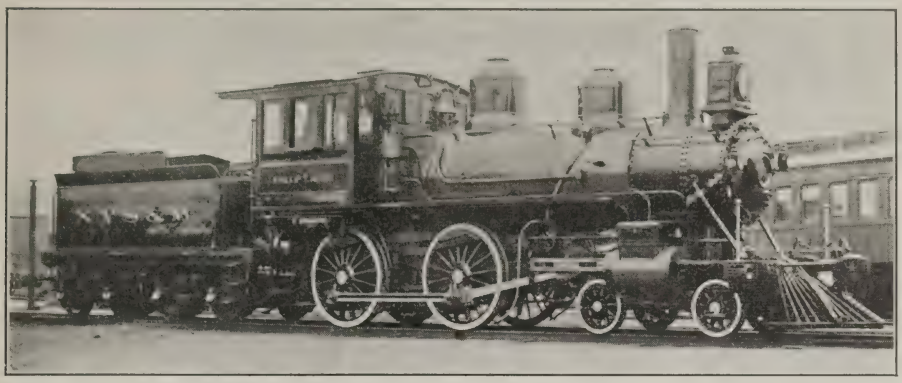
Among the most enterprising, well written and clean newspapers that present daily happenings to the reading public, is the New York "Globe & Advertiser," which is published daily, and begins shedding its radiance in the afternoon.

It used to be known as the "Commercial Advertiser," and as such was New York's oldest evening newspaper, and always read by the most intelligent people, because its news could be relied on as correct and well written. That is still the policy.

For the news of the day, sporting, society and fashion news, and special features, among which is highly-spiced, clean humor, the "Globe" is the Old Reliable.

This fine newspaper is now making a hit with its telegraphic news from all the principal cities, printed in condensed form. By this means you get the chief happening in each of these cities, boiled down to an allspice. It imparts knowledge and saves time.

All things may come to a man who waits—provided he doesn't wait in the path of an automobile.

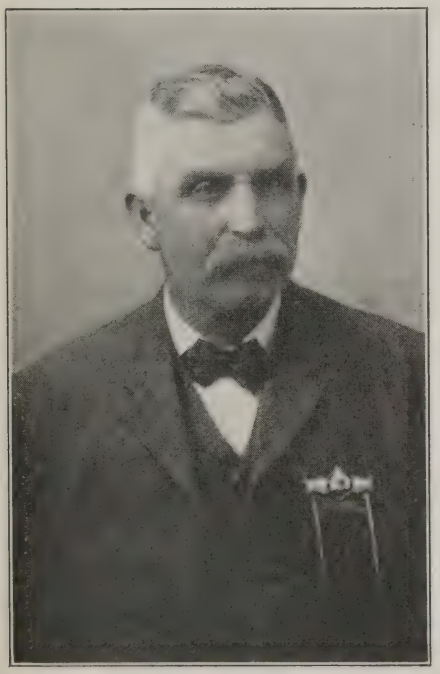


THE PHILIP T. NIXON, OF THE "ORDER OF THE RED SPOT."

ENGINEER PHILIP T. NIXON.

Among the most recent engineers that have been admitted into the "Order of the Red Spot" is Philip T. Nixon, affectionately addressed as "Phil" by the boys.

Phil is one of the best engineers on the New York, Susquehanna & Western Division, in all that goes to make a capable man on an engine. Not only that, but those who know him will agree that he is as well thought of a man as the Company employs, and extremely popular with his fellow runners. The passengers that travel on his trains, either know him personally, or by sight, and they know they are safe when riding behind him.



"THE MAN BEHIND."

He became a member of the "Order of the Red Spot" because he earned the distinction, and it looks as though his name were going to remain on the cab of engine 23 for many moons to come.

Following is his record:

Born in Warren County, New Jersey, October 1st, 1848, and started work on the Morris & Essex R. R. when the company was extending the railroad from Hackettstown to Phillipsburg, N. J., during 1866.

He was a fireman for about 2½ years and ran an engine about four years, coming to the N. Y., S. & W. Railroad on October 1st. In 1873 he became an engineer when it was known as the New York, Oswego Midland R. R., and ran from Jersey City as a mixed freight engineer.

From January 1st, 1874, he ran from Butler as a passenger engineer, until the year 1883, when he was appointed engine dispatcher at West End, N. J., and served in that position for one year and a half, when he returned to the passenger service, where he is still running.

The accompanying photograph shows Mr. Nixon while at the Brotherhood of Locomotive Engineers' Convention in Los Angeles, Cal., during the year 1904, the other photo is a picture of Red Spot engine No. 23, N. Y., S. & W., of which he is very proud.

Mr. Nixon is a resident of North

Paterson, N. J., and is well known among the residents of that place, who have placed so much confidence in him that they nominated him for the position of Freeholder of Passaic County during 1911.

WELLS HEARS FROM "KICKER."

Recently W. L. Wells, city passenger agent at Bradford, Pa., received the following classic from an outside source and submitted it in the hope that it would revive somebody's drooping spirits:

W. L. Wells,
Bradford, Pa.
My dear Mr. Wells:

Knowing that you are the principal owner of the Wells-Fargo Express Company, and having at numerous times made complaints to your officials, I hope you will pardon me for addressing you directly.

While I am acquainted with the Wells end of the company, I am not acquainted with the Fargo end, nor do I feel like going far to become so.

Some of the complaints which I have to make against your company will be in the form of what is commonly known as a "kick," and while I have many kicks to make that are numerous, I will begin with the most recent and go back only a short distance in the number.

The first one is: About a month ago I had shipped to me by express from a short distance east through the company of which you are the head, a tub of butter. Your delivery agent brought it to my home and very kindly carried it to the basement, which I must say few express men would do. Arriving home a short time afterwards I was informed by the maid that a skunk had gotten into our cellar, and upon opening the door leading to the basement I agreed with her. I immediately secured my shotgun and made up my mind I would watch for Mr. Skunk, and spent a part of that day and two nights watching for the animal.

I finally located him behind the tub of butter, because that was where the greatest odor seemed to rise. On watching I found that the top of the tub was broken and upon lifting it found therein a skunk pelt. Now Mr. Wells do you think that was doing right to deliver a tub of butter to me containing a skunk pelt?

A short time ago I had shipped to me through your company a crate of eggs that had gotten mixed up with a limburger cheese and you may imagine what with the skunk pelt and limburger cheese, I was getting it pretty strong.

Last fall I ordered a suit of clothes from New York to be sent by express and your company delivered the clothes before I had mailed the order. Now that was quick work, but the fall before a friend of mine sent me a wild turkey for Xmas, and I received the bones and feathers and part of the skin next April. Now that was slow work.

I write you these things, trusting that you may see some way to remedy them. Hoping that you will be able to do so, I remain,

Yours very truly,
A Kicker.

LYRIC FROM BUFFA-LO.

Not by the side of the Shannon,
Not by the side of the Thames,
But down by the side of Buffalo Creek,
You will find the Erie Gems.
Cars that are loaded daily,
Cars that travel far,
Cars you can always rely on,
No matter where you are.

Should it be to far off Seattle,
By Mount Ranier's side,
Should it be to Oklahoma,
Or Charlestown's briny tide;
They're as welcome as flowers in Spring time,
No matter what class they be,
For the pride of the world in Rolling Stock,
Belongs to the E-R-I-E.

Quick dispatch is our motto,
We'll not hold your goods on the side,
But rush them through, right straight to you.
No matter where you reside.
You get the best when you choose us,
We are out for the "biz" you see,
We're not clannish or hoggish, but get all we can,
For the good of the E-R-I-E.

Take a ride from good old Buffalo Town,
On number six at night,
You can sleep as well as though you were home.
If you read, there is lots of light.
A Colored "Gemman" awaits your call,
No matter where you be,
Satisfaction is general to everyone,
On the good old E-R-I-E.

Jamestown, Hornell or Wellsville,
All points in Jersey as well,
The wonders you see in every mile
Is more than my pen can tell.
Chatauqua, Niagara, Cambridge Springs,
From Tallahusa to Tennessee,
You will be just as safe as a babe asleep,
On the good old E-R-I-E.

So here is success to all the boys,
That help the good road along;
The boys that work with a watchful eye,
Are out for the Erie strong.
Americans, English, Irish and Welsh,
And all other nations there be,
Who plug day and night to make things right,
On the good old E-R-I-E.

H. K.

Atlantic and Great Western Railway,

FRANKLIN BRANCH.

TIME TABLE.

For the Government and information of Employes only, and not for the Public.

TAKES EFFECT MONDAY, JUNE 29, 1863.

Eastward Trains. FIRST CLASS. 4 Accommodat'n.	2 Express.	Distance from OIL CITY.	NAMES OF STATIONS AND PASSING PLACES.			Distance from MEADVILLE.	Westward Trains. FIRST CLASS. 1 Express.	3 Accommodat'n.
6.55A.M.	.....	34¾	AR.	Meadville,	DEP.	0	.....	7.25 P.M.
6.35 "	.....	31¾	"	Junction,	"	3	.....	7.45 "
6.15 "	.....	28½	"	Shaw's Landing,	"	6¼	.....	8.05 "
5.45 "	.....	23½	"	Cochranton,	"	11¼	.....	8.35 "
4.25 "	.....	10¾	"	Utica,	"	24	.....	9.55 "
4.00A.M.	.....	7	DEP.	Franklin,	AR.	27¾	.....	10.20 P.M.
.....	.....	0	"	Oil City,	"	34¾	.....	.....

The General Instructions' Rules and Orders of the A. & G. W. Railway, dated January 1, 1863, are in force on this Branch. Trains towards Oil City will be considered "Westward Bound" Trains, and towards Meadville "Eastward Bound" trains.

TRAINS RUN DAILY (EXCEPT SUNDAY NEW YORK TIME

Franklin Branch Trains must keep entirely out of the way of all Trains on the Main Road.

H. F. SWEETSER,
Superintendent.

SUPERINTENDENT'S OFFICE,
Meadville, June 29, 1863.

ANCIENT TIME TABLES.

In the December issue of this Magazine appeared a print of an old time table of the Atlantic & Great Western Railroad, in operation in 1861.

Above appears a print of an A. & G. W. time table (Franklin Branch), of June, 1863.

The originals of these relics are the property of W. E. Nichols, an Erie engineer, who runs trains 5 and 6 on the Mahoning Division, between Cleveland and Meadville. Engineer Nichols has been in the Company's employ since February 15th, 1870, having been an engineer 32 years. He is a rugged specimen of manhood, and is just as active as when a youngster.

He prizes the old time tables beyond price; in sending them to the editorial sanctum for reproduction, he has the thanks and best wishes of the Magazine's staff, for many more years of usefulness as an Erie engineer.

ANIMALS THAT SMOKE.

The writer was extracting solace after the petty worries of the day from his well seasoned brier when it was suddenly revealed to him what sort of creature he really was in an extract he happened across from a work on "The Common Use of Tobacco:" "There are but three kinds of animals which generally use tobacco—the rock goat of Africa, whose stench is so insufferable that no other animal can approach it; the tobacco worm, whose intolerable visage gives to every beholder an involuntary shudder," and the third animal—which is he!—London Chronicle.

Even the people who think twice before they speak often have another think coming to them.

Friendship and flattery are more alliterative than allied.

INJURIES TO EMPLOYES THROUGH CARELESSNESS.

SCARCELY a day goes by, that reports are not received telling of the injury to some employe on the road. It is not unfair to state that the greater number of these accidents might never have occurred, had the persons injured used care while performing duty and kept their wits about them. A few accidents that recently occurred are referred to below, more for the purpose of calling attention of others to them, than for the mere purpose of printing them as a matter of reading.

A rockman in the Bergen Tunnel had two toes injured. A work train was moving east and party injured climbed down from one car and was boarding another, when train started and he was caught between bumpers. Had he watched where he was stepping, accident could have been avoided.

A baggage porter at Jersey City station had one of his hands injured by being caught between pole of loaded truck that he was handling and entrance to subway. Accident was caused by wheel of truck striking subway hood, which threw pole around. Porter should have known his truck would clear, before pulling it ahead.

A yard brakeman at Buffalo attempted to board a moving engine, when his foot slipped from tank step and he was thrown against corner of tank, which injured his right hip. Men who insist on trying to board moving engines and cars should not expect to avoid injury, and if they do, they are more lucky than discreet.

A yard brakeman at East Buffalo received a contusion of right side by being thrown from front end of a freight car against brake staff of another car. Man was standing close to front end of a car in moving train, and when it came against another string of cars standing on the same track, impact of jar threw him forward, when he landed hard against the brake staff. Had this man stood at middle of car, he could not have been thrown on the car ahead when the two sections met.

A freight brakeman at Buffalo received a scalp wound and laceration through being struck by Chicago Street viaduct, while standing on tank of engine. This man was attempting to get from tank, upon which he had climbed, to front of engine, when his head came in contact with bridge. The supposition is that he raised himself up while engine was passing between telltales and viaduct. Had he had his wits about him he would have looked to see if all was clear ahead.

A fireman had his arm broken through falling off engine. At the time he was in the act of lighting headlight, when he lost his balance and fell off. Engine was backing at the time. Had this man secured himself by holding on to something, it is probable he would have retained his balance.

While a laborer was walking through the cooper yards at Buffalo he stepped on a nail that was protruding from board and it punctured his left foot. It is reasonable to believe he did not see the nail. The argument is that any person who would throw away a board and allow it to remain in such a way that protruding nails would endanger life, if a person stepped on it, is guilty of criminal negligence, and should be dealt with accordingly.

A brakeman employed at Jersey City had two fingers of his right hand badly lacerated. He stood on the foot board of an engine with hand resting on buffer block. When engine coupled up to a car his hand got caught and injury resulted. It would appear that this accident occurred through gross carelessness, as the man must have known better than to hold his hand on buffer block.

A brakeman on freight train entering Port Jervis yard was thrown from the rear end of last car and had his right cheek injured, when he struck ground. Train was moving at about 6 miles per hour, and the sudden stopping of train when engineer put on the air, was what caused the man to fall. Had he observed the rule of caution he would not have left himself open to such an accident.

A brakeman received an injury to his right shoulder while riding a car in the Port Jervis yard. As he was coming down side ladder of car, he struck caboose that was standing in Delaware Division caboose switch and was thrown to ground. Had he looked out before climbing down ladder, it is fair to presume he would have seen the caboose.

A brakeman employed in Paterson, N. J., yard, was injured by train 2. At the time he was turning off the steam valve alongside track 9, when train 2 backed up in this track and struck him. As he was familiar with yard conditions, it is hard to under-

stand why he was not on the lookout for train backing.

A fireman was injured in the Southport yard, Elmira, N. Y. He had been raking the fire on his engine and after removing the rake, placed it in such a position across tank that it projected far enough over to catch a box car on siding, causing the rake to strike him on side of head. This was a case of gross negligence, and what happened was about what might have been expected.

In all these cases, happily for the unfortunates, none was seriously injured, all of which was good fortune, rather than good judgment on their part.

ERIE ENGINEER COMMENDED.

The following letter was received by Superintendent English of the Erie's Susquehanna Division. It needs no comment or explanation, beyond saying that Mr. Blake is an engineer on the Susquehanna Division and runs train 81. He takes the same pains in running Erie trains as he displayed on the occasion referred to in the letter:

Auburn, N. Y., Jan. 11th, 1913.

Mr. W. J. English,
Superintendent Erie R. R. Co.,
Hornell, N. Y.

Dear Sir:—

About 1:00 P. M. on January 3d, Mr. F. E. Blake, of Hornell, N. Y., who, I understand, is an engineer in your employ, stopped at Waverly and reported water running over Auburn Division track just east of Smithboro. At that time we had no knowledge of the situation and action was taken immediately in the direction of getting sectionmen on the scene to avoid washout or other unpleasantness.

I cannot find words to express my appreciation of the interest Mr. Blake displayed in taking the action he did, and assure you that it certainly is very highly appreciated, and I trust that you will convey to Mr. Blake my sincere thanks and best wishes for his future health and success.

(Signed) W. W. Abbott,
Supt., Lehigh Valley R. R.

THE HUMAN EQUATION.

An interesting feature of the "safety first" meeting the other night was the frank confession of operative railroad men that employees are not free from blame for accidents. Lorenzo J. Ward, an engineman on the New York Central, even disputed the statement of the Interstate Commerce Commission that the men feel their responsibility: He said that the men are not intentionally neglectful, but that they forget. "There is not another business in the United States," declared Mr. Ward, "where so many men are disinterested in the work they are doing, and this is due to carelessness. When you demand good pay, do you put an equal amount of worth into your work?" said L. M. Newton, a freight conductor on the Lake Shore: "Too many accidents are the result of a violation of rules. We hear of men who have been in the service for years and who have never been in nor responsible for an accident. Some of you will say they are lucky. Luck alone will not carry a man through life, without due observance of some given rules," he concluded.

There is more hope for the future in this sort of talk than if the operatives had tried to shift the responsibility from their shoulders to their superiors or to the rules prescribed or the equipment provided by these superiors. After the last word has been said in the way of mechanical improvements, there will remain the human equation. All the safety devices in the world will not insure safety unless they are operated by faithful and intelligent men.

THE LITTLE RED CABOOSE.

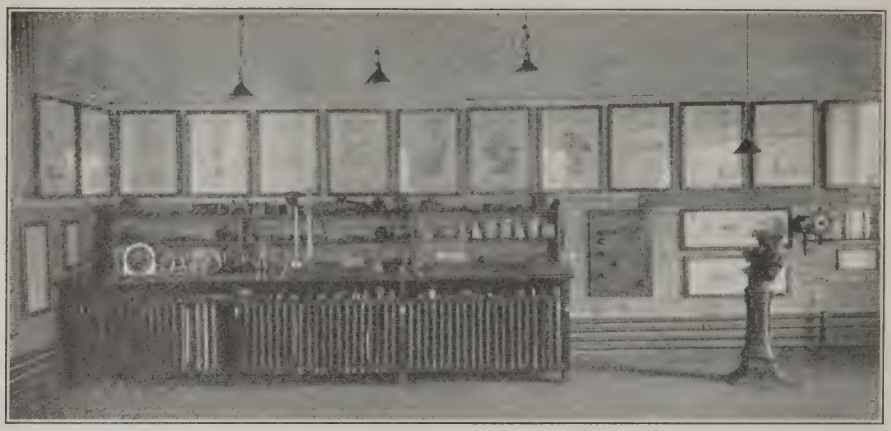
The little red caboose's a thing,
That runs its merry way,
Upon the glossy rails that ring,
When trains pass day by day.
It's not as large as any car,
Though built of sturdy frame;
Like engines big it stands a jar,
And gets there just the same.

The little red caboose's a thing,
Called an abiding place;
So of its merits we shall sing,
While it stays in the race.
The man who runs the speeding train,
In sunshine and at night,
In winter clime, through snow and rain,
Finds it his one delight.

The little red caboose's a thing,
That shelters all the crew;
Around its stove they fondly cling,
When e'er the run is through.
When summer's sun boils hotly down,
Through its rear door they creep;
And then with neither grouch or frown,
They lose themselves in sleep.

The little red caboose's a thing,
That's always on the job;
It skims the rails on lightest wing,
Its glory none can rob.
But, though we sing its praises strong,
Let's for a moment stop;
When on the road the men belong,
Not there, but out on top.

A. W. M.



THE APPRENTICE SCHOOL IN THE ERIE SHOPS, DUNMORE, PA.

SHOP INSTRUCTORS AND APPRENTICES.

By H. E. Blackburn, Instructor of Apprentices, Dunmore, Pa.

REALIZING the dearth of skilled mechanics throughout the country, the Erie Railroad is on the alert and preparing itself for emergencies through the medium of its five schools for apprentices, established at the various shops, same having been started several years ago.

Five hundred boys of the bright and ambitious sort, have been enrolled for instruction under the guidance of competent teachers, who are, themselves, skilled mechanics, and the progress of the system indicates the wisdom of the Company when it placed these schools in operation.

The object of these schools is to teach the necessary technical education, preparatory to the regular shop work.

In order to accomplish this object, practical shop instructors are regularly employed—men who are skilled in the trade and deeply interested in the boys, or, in other words, "live-wire" men, who can really teach what can be used in the shop later on, for the railroad has seen that this is the only way to insure proper trade training under modern shop conditions.

Because a mechanic performs his daily work well, it does mean that he will impart knowledge to boys in general, not even if he is versed in higher mathematics. It is the man who can pick out talent among the boys, and who can impart up-to-date knowledge to the boys, who is wanted, and, while it is absolutely necessary to read journals and books of authority in order to obtain facts, there never was a book published, that could teach a boy how to file, chip, or scrape work, any more than it could teach him to play a violin. It must be imparted by example, or by watching others who know how.

The accompanying picture illustrates the school maintained for the Erie Railroad apprentices at the Dunmore, Pa., Shops.

ODD METHOD OF FISHING.

Indians of Bolivia have a peculiar method of fishing. A writer in the "Geographical Journal" says: "They use the milk of the 'manuana' or 'soliman' tree, the scientific name of which is, I think, hura creptans, of the Euphorbia genus, for catching fish. I went with some of the Indians to a lagoon in the forest. Here, floating on the surface of the water, perfectly alive and yet absolutely unable to get away, were fish of all kinds, big and small, from which they selected the most palatable for food. The milk is merely poured into the water, and as it spreads every fish which comes in contact with it becomes paralyzed and yet is not affected as food. Moreover, the effect appears to last for several days without killing the fish. The milk is also used as a cure for toothache, as a custic and for the purpose of suicide, for which a teaspoonful is employed. As poison they say the results are painful."—New Orleans Picayune.

JAMESTOWN, THE INDUSTRIAL CITY—ITS HISTORY, RESOURCES, ETC.

AT A recent meeting of the Erie Railroad Agents, a very interesting paper was read by Mr. P. H. Garrity, agent at Jamestown, N. Y., which gave the history, resources, etc., of that city.

Jamestown, being one of the largest manufacturing cities, as well as one of the most beautiful on the lines of the Erie, the paper, coming from so well posted a person as Mr. Garrity, will be sure to be read with pleasure by all Erie men. This is what he said:

"The preparation of this paper, gentlemen, has given me much pleasure from the fact that the history of Jamestown is a study of men. From the selection of the site to the present time is a very interesting story, particularly from the fact that the city as you see it, and its standing with other communities much larger, is the result of industry in the highest sense of the word.

"The city derived its name from its founder, James Prendergast, and there remains today many conditions and eloquent monuments which prove the man's zeal and energetic qualities. The founding of Jamestown on this site was partially due to a comparatively trivial incident, which in itself is interesting, it being the search for a team of horses which had strayed from the original Prendergast purchase, a few miles south of Maryville, N. Y. In searching for them he came to an Indian camp on Chautauqua Lake. The Indians had seen the horses and guided him through the Conewango Valley and at Kiantone pointed north as the direction to take in search of the horses. He followed their directions and found them near what is now known as Rutledge in Cattaraugus County. It was this trip that led to the selection of this site in 1806 as the scene of his future activities.

"The development of Jamestown was quite rapid, but it is pertinent to say that the building of the Atlantic and Great Western Railroad, which is now part of our great system, marked an era in the industrial development of Jamestown. The first train arrived here August 23, 1860. The event was not only of local and state, but of national importance. It was referred to with illustrated cuts in the papers of the old world. It is a fact not generally known that the first movement toward building this railroad originated in the then little village of Jamestown, and to the efforts of the late Judge Richard P. Marvin is due the construction of the great railroad. Owing to the steady growth it was necessary to incorporate the city in 1885, which is a further indication of the prosperity of its people.

"From a commercial standpoint, Jamestown has a wonderful history. The woodworking industries predominate the manufacturing lines, which industry dates back to 1815, at which time the first cabinet shop was put in operation. Next comes the textile industry, which I understand is the largest in the state. Practically all of Jamestown's industries were started with no capital to speak of, each member of the firm working at the bench or machine with a small weekly allowance. Their honesty and integrity, which has never been questioned, has resulted in the conditions which are plainly manifest at the present time.

"Gentlemen, it is proper to state that in the development of Jamestown there is no stronger example that man's untiring efforts put forth in the right direction, together with honesty and righteousness can only result in the success of the undertaking, and proves that where there is a will there is a way. I have in mind one concern in this city which a few years ago was a small shop, employing but few men. The proprietors worked at the bench and drew an allowance of 50 cents per day for their livelihood, they having started with practically nothing. Today they are one of our largest furniture manufacturers, and have recently practically doubled their output by increasing their facilities. They discount their bills and enjoy life. This in my opinion is one of the best examples of what can be accomplished in this life if undertaken with the idea of winning. This fact also applies to practically every industry in the city.

"Jamestown today has 208 industries which come under the factory inspection laws. The annual output of commodities is valued at approximately sixteen million dollars. In the production of wood furniture it is second, being practically the same as Rockford, Ill., with Grand Rapids, Mich., leading.

"Jamestown is also the home of the metal industry, the products of which are largely office, bank vault, library fixtures and interior metal work. This

industry alone employs 2,500 men and its products are being used in all parts of the world. The products of these industries are used in some of the most famous buildings in this country, and they are now establishing branches in the old country.

"Our great railroad entered Jamestown through the narrow valley which has resulted in the majority of the factories being located adjacent to our tracks and near the Chadakoin River, which is the outlet of Chautauqua Lake. From our tracks we are serving sixty-five industries on private sidings, which facilitates the handling of their output, ferry cars being used to our freight house, at which point we can accommodate fifty-two cars.

"The present population is approximately 35,000 people, of which there are about 10,000 wage earners. This industry is indicated by the fact that hundreds of homes are being erected here annually in order to take care of the city's steady growth. This condition we have had to meet by increased facilities at our freight house, yards and passenger station, which became wholly inadequate to care for the business handled.

"Jamestown is fortunately located on beautiful Chatauqua Lake, one of the most noted summer resorts in the country. It may be of interest to state that Chautauqua Lake is the highest navigable body of water east of the Rocky Mountains. The first steamer on this lake was operated July 4, 1828.

"Jamestown, with its natural beauty and beautiful homes and good city government, owning the water and light service, makes it a very desirable home city."

TRIBUTE TO A GOOD MAN.

Jersey City, Jan. 17, 1913.

Mr. H. C. Radcliffe,
Engineer.

Dear Sir:

It has been brought to my attention that you have arrived at the age limit for retirement of locomotive engineers. While we exceedingly regret to see this time come, the rules of the company prohibit a man remaining in actual train service after he has reached the seventy-year limit.

In looking over our record, note that you were promoted to position of engineer on March 1st, 1864, and have a record which you certainly can be proud of.

Trust you will be able to enjoy to the full measure, the leisure which you have so fully earned; also that you will continue to be interested in the doings of the day and keep your mind occupied sufficiently to insure many years of good health, happiness and prosperity.

Yours truly,
(Signed) J. B. DICKSON.
Superintendent.

"HUGHEY" NELSON RETIRES.

Hugh Nelson, who has been employed as baggagemaster at the local Erie depot for the past 25 years or more, has severed his connection with the Erie Railroad Company.

"Hughey," as he was familiarly known about the Erie depot, will be missed by the traveling public, not only of Bradford, but by people from all parts of McKean county and northwestern Pennsylvania. He was one of the most reliable men in the employ of the Erie Railroad Company.

Mr. Nelson was summoned to Salamanca when it became known that he wished to retire. It was the first time he had seen Salamanca since the Pan-American Exposition. During the big show at Buffalo he passed through Salamanca en route to Jamestown, where he visited the baggageman at the Erie station and then went on to Buffalo. He was seldom known to have a "day off" or a vacation.

Mr. Nelson became identified with the Erie Railroad Company in this city at the time the late C. V. Merrick was the superintendent of the Bradford division of the Erie.

The records show that the late Mr. Merrick became superintendent of the Bradford division on January 1, 1888, or just 25 years ago.

During the many years Mr. Nelson had been with the "Old Reliable" he made many friends who will regret that he left the position he has so efficiently filled. "Hughey" has a large number of warm friends among the railroad men.

The vacancy caused by the resignation is filled by Edward F. Sheldon, who for some time had been an assistant to Ticket Agent W. L. Wells.

Every man—even the most cynical—has one enthusiasm; he is earnest about some one thing. The all-round trifler does not exist. If there is a skeleton—there is also an idol in the cupboard. — John Oliver Hobbes.

THE RAILROAD'S INTEREST IN U. S. MAIL SERVICE.

An Address Delivered at Meeting, Suffern, N. Y., Dec. 20, 1912.

By H. M. Wade, Mail Traffic Agent, Erie R. R.

IN ACCEPTING your invitation to address this meeting, there was some doubt in my mind in regard to the selection of a subject. I was undecided as to which of the departments should be made the principal topic, but as my brief connection with the Baggage Department did not seem to fit me as an instructor in that line of railroad business, I have selected the Railway Mail Service, in which I have had many years' experience, and will endeavor to explain to you briefly the railroad's interest in that service, with particular reference to the question of Railway Mail Pay, which is an extremely live topic at this time, in view of the present Postmaster General's attitude toward the railroads and his persistent claim that they are overpaid for handling United States Mails by about nine million dollars per annum.

In order that you may understand the evolution of the service from its inception to the present time, I will give you a very brief history.

You are familiar with the medieval method of carrying communications by relays of trained runners; this method being superseded by horseback and stage-coach service, which was the only means of transporting the mails until nearly the middle of the past century.

The earliest mention of railways that has been found in the records of Congress is a bill introduced in the Senate April 23d, 1828, authorizing the Baltimore & Ohio Railroad Co. to import iron for the construction of their road, and it is claimed that the first locomotive was used at Honesdale, Pa., on the railroad of the Delaware & Hudson Coal Company, August 9th, 1829. Five years later, or in 1834, the records show that, although the Post Office Department was skeptical in regard to the propriety of contracting for mail service on railroads, due to the unreliability of the service, the Postmaster General addressed the following letter to Mr. William Gibbs McNeil, supt. of the Boston & Providence Railroad:

"September 15th, 1834.

"Sir:—Messrs. Stockton & Stokes, contractors for carrying the mail from Boston, Mass., to Providence, R. I., having signified to me your willingness to arrange with their agent for transporting the mail on that section of the Boston & Providence Railroad now in operation between Boston and Canton, I have to observe that any arrangement made with these gentlemen calculated to expedite the mail on that important route, and which shall not involve the department in any additional expense, will be satisfactory to me.

"(Signed) W. T. Barry.

"William Gibbs McNeil, Esq.,
"Superintendent of Boston & Providence R. R.
"(Care of Stockton & Stokes, Baltimore, Md.)"

Messrs. Stockton & Stokes were the contractors for wagon mail service between Boston and Providence, and this service was performed by stages in connection with passenger service, which became unremunerative on account of the railroad securing a large part of the passenger business; therefore, the mail contractors requested to be allowed to arrange with the railroad to carry the mails, evidently as a relief from a contract that had become burdensome, and not with any idea of expediting the mails, as they were already being carried at a very high rate of speed, probably at least 10 miles per hour, and there was considerable doubt as to whether the railroad would be able to maintain such a fast schedule; however, the records show that this experiment was successful, as, while in 1834 mails were being carried on only 78 miles of railroad, in 1837 the mileage had increased to 974, and thereafter the growth was very rapid.

In 1835, which is almost within the memory of some of our oldest inhabitants, regular train service was established between Washington and Baltimore over the Washington & Susquehanna Railroad, and during the latter part of that year the contractors were authorized to use the railroad for the transportation of mails. At this time it was prophesied by a prominent Government official that "the day is not far distant when travelers leaving Washington in the morning will dine in Philadelphia and arrive the same evening in New York." The wisdom of this prophecy is apparent when we note the present train schedules, which show numerous trains making the run between Wash-

ington and New York City in five hours.

The first evidence of the use of a full car for carrying mail is found in an advertisement issued by the Postmaster General in 1841, which requested bids for service from Baltimore to Philadelphia, 97 miles and back daily, in roadroad cars, to leave Baltimore every day at 9.00 A. M., arrive at Philadelphia same day by 4.00 P. M.; leave Philadelphia every day at 1.00 A. M., arrive at Baltimore same day by 9.00 A. M., seven and eight hours being allowed for a 97-mile run. The mail to be conveyed in a separate car fitted up under direction of the department for the exclusive use of the mails and the post office agent, who is to attend to the receipt and delivery of mails at the intermediate offices.

Under this advertisement a contract was ordered to be executed with Mr. Newkirk, president of the Philadelphia & Baltimore R. R. Co., at $30,600.00 per annum, or at the rate of approximately 50 cents per car mile, which was a very fair rate compared with the present postal car rate on the Erie, of 17.6 cents per car mile.

To show the contrast between the method adopted by the Post Office Department in dealing with the railroads in 1836 and the arbitrary methods now in vogue, I will read an extract from a letter of instruction from Postmaster General Amos Kendall to P. S. Loughborough, a special agent, who was designated to make an arrangement with the railroads then in operation for the carrying of the mails:

"You are requested to use the utmost frankness in your communications and discussions with the company; to make them sensible that the Department desires nothing which is unreasonable; that it seeks only that which will promote the interest of the public and enhance the prosperity of our common country, and that in seeking after these results it is ready to contribute liberally, but not extravagantly, to the profit of a company which has done so much toward facilitating the means of intercourse and trade between our associated communities."

The first suggestion of a fixed maximum rate to be paid for railroad mail transportation according to weight of mails handled, was in the annual report of the P. M. G. for 1836, in which he makes the following reference to railway mail service:

"To advertise for service on such lines is a mockery. Either the Department must give what the companies choose to demand, or the compensation must be adjusted by negotiation before advertisement, or afterward. Practically the power of the Postmaster General as to the amount to be paid is unlimited, because he is authorized to accept the lowest offers, however enormous. It is desirable that this power shall be limited by a law prescribing some fixed basis upon which all such contracts shall be made. None presents itself so equitable as the weight of the mails to be conveyed."

A very interesting suggestion was made to the Post Office Department by President Newkirk of the Philadelphia, Wilmington & Baltimore R. R. in letter dated November 12th, 1841, which reads as follows:

"I think it immensely important for the Government to obtain an interest in our road, which could be done, I think, at a cost which would not be deemed too great for the attainment of an object so important to the Post Office Department, viz.: Let the Government issue scrip to the amount of $1,000,000.00 at 5 per cent, to our company, payable in twenty or thirty years, and in return have the perpetual control of the road as far as one mail daily line is wanted, and at such hour as the Department might direct. This would save an immense trouble in making new contracts and new engagements, as every year additional weight and importance will be attached to the mail on so important a route.

"In addition to the mail work, our company agrees to furnish the War Department certain facilities, such as to carry all Government troops, ordnance and ammunition at half the regular price during a war, if we should be so unfortunate as to have one. The road would soon return in advantages all the Government would pay, and if we never have a war, the bargain is still good enough for the Post Office Department, for I have no doubt, in a few years, the Department will have to pay $50,000.00, or more, for the transportation of the mails, particularly if carried at such hours as may interfere with the travel."

(The present contract with the P., W. & B. between between Phila-

delphia and Washington calls for the payment of $299,583.02 per annum for mail service, the average daily weight carried between those points being 180,468 lbs.)

It is evident that the proposal was not accepted.

The Act of March 3d, 1845, authorizes the Postmaster General to divide railroad routes into three classes, according to the size of the mails, the speed with which they are conveyed and the importance of the service. It authorizes him to enter into contract for conveying the mail over said roads, but allows him to pay for such conveyance upon those of the first class, no more than what is now allowed by law; on those of the second class not more than $100.00 per mile per annum, and not more than $50.00 per mile per annum on those of the third class.

It permits him to make an addition of 25 per cent upon the foregoing maximum rate where one-half of the service is performed in the night season, and to make such additional compensation as he may think just and reasonable, having reference to the service performed and the maximum rates of pay, whenever more than two mails daily are necessarily conveyed over the road.

This was the first attempt made by Congress to classify the mail service and to fix the rate of pay thereon, and contracts were made with railroads in accordance witht this Act, although in many instances much difficulty was experienced in fixing the pay, as railroads did not consider the remuneration sufficient.

Very little change was made in the character of the service between 1845 and 1862, except that there was a steady improvement in the methods adopted by the Department, and the railroads increased greatly in number and the operation of train service developed greater frequency and speed as improvements in equipment, motive power and roadbed were made.

(To be continued.)

PREFERS THE "OLD RELIABLE"

The following communication was received by Mr. C. J. Gilbert, city passenger and ticket agent of the Erie at Rochester, N. Y. It was referred by him to Mr. A. C. Hilton, general agent, Passenger Department, at Buffalo, and by the latter to Mr. R. H. Wallace, general passenger agent, New York.

The letter is printed to illustrate how courteous and careful attention on part of Erie ticket agents and train employes, will promote business for the Company and call forth just such letters of commendation as the one we print:

Fall Brook, San Diego Co., Cal.,
Jan. 10, 1910.

Traffic Office, Erie R. R. Co.

Gentlemen:—Two years ago I was a passenger on your train to Chicago on my way West. I found the service so good, that I have advised my cousin, who intends to make the trip from London, England, to California, to take your route. Could you supply her with folders and such advice as she would want? Or, if you would foreward the folders to me I will send them on to her. She has two small children and feels it a great undertaking.

Will there be any spring rates and at what time of the year? Kindly write her or me in regard to them, if any, and how much the trans-continental fare would be, and greatly oblige,

Yours respectfully,
(Signed) Mrs. M. M. Magee.

Mrs. Magee sent her cousin's address, and the latter was furnished the present rates of fare; also colonist fares in effect this spring from New York to Fall Brook. Copy of communication was sent Mr. T. W. Jacobs, European traffic agent, London, in order that he might further communicate with her in regard to steamer sailings, etc.

ERIE FREIGHT AGENTS MEET.

The Erie Railroad Freight Agents' Association will hold its sixth regular meeting at Rochester, N. Y., on February 21st and 22d next.

It is expected that a large number of agents will be present, as many topics will be discussed that will be of lasting benefit to the members.

The pegging or marking of drinking cups was introduced by St. Dunstan to check the intemperate habits of the times by preventing one man from taking a larger draft than his companions. But the device proved the means of increasing the evil it was intended to remedy, for, refining upon St. Dunstan's plan, the most abstemious were required to drink precisely to a peg or pin, whether they could soberly take such a quantity of liquor or not.

NEW FIRE ALARM SYSTEM, HORNELL SHOPS.

CONCERNING the subject of fire protection, Hornell Shops now lead with a new and up-to-date fire alarm system. This system has very recently been installed by the Starr Electric Company of Binghamton, N. Y. It consists of seven alarm boxes, three indicators and an automatic whistle blower. The equipment is tested each day at noon.

Five of these alarm boxes are distributed around the shops; also one at the passenger station and one at the freight house. The indicator and gongs are located as follows: One at the City Central Fire Station, and one at the Erie Hose House on River St., at which place Assistant Chief Howe, with eight men, make their permanent quarters. The third indicator is located at the power house for the information of the engineer, so that he may know that the automatic whistle blowing machine is working correctly. The batteries and switchboard are located at the shops in charge of the shop electrician, Mr. Hathaway.

The alarm boxes and whistle machine are very clever pieces of mechanism. In order to sound the alarm, a piece of glass has to be broken in the front of the alarm box, which in turn gives access to the interior and enables the sender to pull the lever which starts the apparatus. This action causes a record to be made in the Central City Fire Station, a second record in the hose house and a third record in the power house. At the same time gongs are rung at these points simultaneously, and the automatic whistle located at the power house repeats the alarm four times in succession. It is possible to repeat the number of alarms indefinitely by simply pulling the lever in the alarm box, and arrangements have been made with the City Fire Department to respond to any second alarm sent in.

The alarm boxes are numbered in a series of three numbers, so as not to conflict with the city department, whose system uses but two numbers. When an alarm is sounded the gongs ring the proper number of the box. The mechanism at each indicator point makes a record on a tape and the whistle at the power house blows the proper number of blasts to correspond with the number of the box pulled.

It would seem that this system is as near perfect as can be devised, and any of the hose boys who could miss reading one of these alarms, would be an eligible candidate for examination as to his sight and hearing.

A very interesting form of instructions for the fire laddies has been installed at the shop. A blue print showing the diagram of all buildings and fire fighting apparatus, such as extinguishers, water barrels, hose racks, fire hydrants, inside and outside of all buildings, hose houses, watergates and fire alarm boxes.

These are neatly framed and located, so that all interested may study them and become familiar with their location. In addition to this, Master Mechanic Laizure has had photographs made of this drawing, and each member of the fire company has one, so that at all times he is in position to respond to any alarm with certainty of its location.

HORNELL FIRE BOYS' FAIR.

The Erie Hose Boys are wearing a smile that won't come off, the cause of the facial illumination being the success of their recent fair, which was both socially and financially the prize event of the season, as it netted the boys over four hundred dollars. This money will be used to purchase new parade uniforms, and one may look for a very natty appearing bunch of fire fighters next season.

Invitations were extended to the officials of the Erie Road, and the boys were well pleased with the warm congratulations and financial encouragement they received, which shows the officials of the Erie Road appreciate the good work done by our Shop Fire Department.

Another source of gratification was the very generous support given by the merchants of Hornell; without exception everyone approached donated very liberally. Inasmuch as this was the first attempt towards anything in this line made by the boys, they are to be congratulated upon the success with which their arrangements were carried out.

"Now, Tommy," said the teacher, "you may give me an example of coincidence."

"Why—er," said Tommy, with some hesitation, "why—er—why—me fadder and me mudder was both married on the same day."

THE ERIE ROLL OF HONOR

T. Duffy, Engineer,
New York Division.
G. H. Conklin, Engineer,
New York Division.
F. Handy, Engineer,
New York Division.
F. A. Eglinger, Operator,
New York Division.
H. S. Robertson, Engineer,
New York Division.
D. Morgan, Signalman,
New York Division.
W. S. Dean, Operator,
New York Division.
W. F. Coleman, Operator,
New York Division.
J. E. Kelly, Station Agent,
New York Division.
J. S. Woodward, Train Bag. Agent,
Susquehanna Division.
D. A. Hoff, Station Agent,
Susquehanna Division.
C. P. Burdick, Train Bag. Agt.,
Susquehanna Division.
S. H. Baker, Brakeman,
Cincinnati Division.
A. B. Harvey, Agent and Opr.,
Cincinnati Division.
W. F. Hurd, Section Foreman,
Cincinnati Division.
S. H. Coulter, Brakeman,
Cincinnati Division.
C. Rhone, Conductor,
Cincinnati Division.
Philip Nixon, Engineer,
N. Y., S. & W. Division.
William Murrey, Brakeman,
N. Y., S. & W. Division.
Walter Post, Operator,
N. Y., S. & W. Division.
R. O. Robinson, Brakeman,
N. Y., S. & W. Division.
Paul Marshall, Brakeman,
N. Y., S. & W. Division.

A credit mark has been awarded T. Duffy, engineer, New York Division, for exercising good judgment, while running his train. With engine 831, train 530, engine developed a broken piston head and knocked out front cylinder head at Soho Park. Notwithstanding this handicap, he brought his train to Jersey City on time.

While in charge of engine 499, train 320, engine developed a broken main rod strap, and Engineer G. H. Conklin, who was in charge, brought train to Jersey City on time. Superintendent Dickson, of the New York Division, has awarded him a credit mark.

A credit mark has been awarded Engineer F. Handy, New York Division. While in charge of engine 973, hauling train 216, engine developed a broken nipple, holding whistle at Granton Junction, leaving a 1½ opening to the atmosphere. Notwithstanding this defect, he brought train to Jersey City on time.

F. A. Eglinger, operator, New York Division, has been awarded a credit mark for valuable services rendered. By close observation to passing trains, he discovered a brakebeam down on car C. N. 2654 in train 80 at Suffern, and took prompt measures to have train stopped and the defect remedied before any serious damage resulted.

While in charge of engine 515, train 223, on a recent date, a bolt broke in foot of reverse lever of engine, between Demarest and Closter, on the Northern Railroad of New Jersey, and Engineer H. S. Robertson, who was in the cab, brought train to destination on time. For this good service he has been awarded a credit mark.

D. Morgan, signalman on the New York Division, was on the alert, when he noticed a dragging brakebeam on one of the cars in train extra 1840, east, as it was pulling out of siding at his tower. He had train stopped east of Ramapo before any damage was done. A credit mark has been awarded him for this service.

Due to the close observation of Operator W. S. Dean, New York Division, a brake hanger was discovered dragging under Erie car 103950, as train was passing west, and he took prompt action to see that train was stopped and defect remedied, before any serious damage resulted. Dean has been given a credit mark.

While train 86 was passing his tower, W. F. Coleman, operator, New York Division, noticed a dragging brakebeam under car S. F. R. D. 8360

and took prompt action to see that train was stopped and defect remedied before an accident resulted. For this service a credit mark has been given him.

While extra 2031 was passing Southfields station, on the New York Division, J. E. Kelly, agent, noticed a brakebeam dragging under one of the cars, and took prompt action to have train side-tracked before an accident resulted. For this good service a credit mark has been added to his record.

J. S. Woodward, train baggage agent on the Susquehanna Division, has been awarded a credit mark for his interest in the Company's welfare. While acting as train baggage agent on train 26, he felt a jar in the baggage car and immediately notified the conductor, when train was stopped at Langdons. An investigation proved that the jar was caused by a broken rail.

D. A. Hoff, agent at Cameron Mills, on the Susquehanna Division, has been awarded a credit mark for efficient service rendered the Company. He discovered a dragging brakebeam on car C., B. & Q. 109134 in grain train extra 1624, and took prompt action to have train stopped and defective beam removed.

The award of a credit mark is recorded in favor of C. P. Burdick, train baggage agent on the Susquehanna Division, for meritorious service rendered. While standing on the rear end of baggage car in train 469, Rochester Division, he felt the wheels raise when passing over frog at Long Switch, east of Wallace, and reported the matter to agent at Wallace, who found a bundle of sheet iron, apparently the roof of a car, wedged in the frog.

A credit mark has been added to the record of S. H. Baker, brakeman on the Cincinnati Division, for faithful service performed. Baker discovered a bale of cotton lying along the track, which had apparently been lost from a car, and reported same, thereby saving a claim for loss against the Company.

A. B. Harvey, agent and operator at Pavonia, Ohio, on the Cincinnati Division, has been awarded a credit mark for discovering a fallen brake-beam under car W. & L. E. 54016 in extra 3026 with 76 connection, and flagged the train in time to save a derailment.

W. F. Hurd, section foreman on the Cincinnati Division, has been awarded a credit mark for efficient service rendered. While on duty Hurd found peculiar marks on rail and promptly reported same to headquarters. The first train was stopped and a car was found with 12 inches of flange broken off, which might have caused a derailment, had it been allowed to continue. Number of car on which wheel was found broken, was Virginian, number 80151, train extra 3030.

S. H. Coulter was acting in the capacity of brakeman on train extra 3002, Cincinnati Division, and while standing at back door of caboose, he discovered a broken rail. Getting off train at "B. X." siding, he told operator to notify dispatchers. He also notified section men who were working about one-half mile below, and remained at the spot and flagged while they repaired track, stopping extra 3006. A credit mark has been awarded him.

C. Rhone was conductor of extra 3010, on the Cincinnati Division, and in train was a car of stock for Massilon, Ohio, billed via Mansfield and the B. & O. As sterling is the junction point where the interchange should have been made, Conductor Rhone took the matter up with agent for correction on billing and car was delivered to the B. & O. at Sterling, instead of taking it to Mansfield. For this close observance to duty, Conductor Rhone has been awarded a credit mark.

Philip Nixon was in charge of engine 23, on the N. Y., S. & W. Division, when four bolts holding equalizer fulcrum stand to frame, broke, letting fulcrum stand out of place. Despite this handicap, Nixon brought his train to Jersey City on time. A credit mark has been added to his record.

While drilling cars in Paterson yard, Brakeman William Murrey discovered bent axle under car Erie 20846. He reported same to the yardmaster at that point, when car was placed on cripple track for proper attention. Superintendent of the N. Y., S. & W. Division has awarded him a credit mark.

While the crew of extra 97 on the N. Y., S. & W. Division was switching at Butler, N. J., Walter Post, operator, discovered Erie car 52009, loaded with coal for Whippany, N. J., with about 15 inches broken off flange. Car was switched at Butler for attention. Post has been awarded a credit mark.

While train 204, on the N. Y., S. &

W. Division, was picking up cars at Suscon, Brakeman Roy O. Robinson discovered a bent axle on N. Y., S. & W. car 8183, and car was set out for repairs. Robinson has been awarded a credit mark.

While acting as brakeman on extra 63, East, Paul Marshall, who was on the lookout while making up train at Ash Gap on the N. Y., S. & W. Division, discovered a broken spring hanger on Erie car 49493, which made car unsafe to run. Marshall reported same and necessary steps were taken to repair the defect. A credit mark has been added to his record.

H. O. DUNKLE'S RECORD.

The "Cleveland Plain Dealer," in its issue of January 7th last, printed the following story concerning General Manager Dunkle of the Erie's lines West of Buffalo and Salamanca.

"After climbing through railroad service from the position of telegraph operator at a little way station, Henry O. Dunkle, 14 Rosalind Ave., East Cleveland, has been made general manager of all Erie railroad lines west of Salamanca, N. Y.

"Dunkle has been with the Erie fourteen years and for the past eight years has been general superintendent with his office and home in Cleveland. Though his new position will put many more miles of road under his direct supervision, he will continue to keep his office here.

"Dunkle spent his boyhood in a little town on the Allegheny river. Thirty-six years ago at the age of 17 he obtained a position as telegraph operator on the B. & O. at Bradford, Pa. Attention to duty brought advancement to more responsible positions until he was made train dispatcher, later chief dispatcher, then trainmaster. A few years later he became superintendent of the old Pittsburgh & Western, then went to the Erie and became superintendent of the Meadville division. From that office he was advanced to the general superintendency in 1903 and brought to Cleveland."

THE SEASON'S GREETINGS.

The verses printed below were received by Mr. H. C. Snyder, assistant general freight agent of the Erie Railroad at Chicago. They were sent him by an old friend in the East, but whether original, or the product of an unknown poet, does not occur. The verses are called

TO-DAY.

Sure, this world is full of trouble—
  I ain't said it ain't.
Lord, I've had enough and double
  Reason for complaint.
'Rain an' storm have come to fret me,
  Skies were often gray;
Thorns an' brambles have beset me
  On the road—but, say,
  Ain't it fine today?

What's the use of always weepin',
  Makin' trouble last?
What's the use of always keepin'
  Thinkin' of the past?
Each must have his tribulation,
  Water with his wine.
Life it ain't no celebration.
  Trouble? I've had mine—
  But to-day is fine.

It's to-day that I am livin',
  Not a month ago,
Havin', losin', takin', givin',
  As time wills it so.
Yesterday a cloud of sorrow
  Fell across the way;
It may rain again to-morrow,
  It may rain—but, say,
  Ain't it fine to-day?

GREETINGS FROM BUFFALO.

Mr. J. McMullen, supt. Buffalo Car Shop, has been promoted to mechanical superintendent of the car department at Meadville, Pa. Mr. McMullen, in departing the Buffalo Car Shops, is leaving a host of true friends, who sincerely wish him success in his new undertaking.

Some of us had the pleasure of shaking hands with him and wishing him good luck, but there are a large number who could not do that, so they take this means through the Erie Magazine, of extending their best wishes to him.

There are quite a number of employes in the Erie Car Shops at Buffalo who have known Mr. McMullen for a number of years and have always worked in harmony with him and have been among the first to congratulate him in his success. We are sorry to lose him as a superintendent, but glad to receive him in his new position.

HIS OBJECTION.

Mrs. Richquick—John, I want you to buy a new parlor suit.

Mr. Richquick—Maria, I've been agreeable enough so far to get different clothes for morning, noon, afternoon and night, but I'm consarned if I'll change 'em every time I go into a different room.—Brooklyn Life.

THE STOVE COMMITTEE

APPOINTMENTS.

Operating Department.

Mr. C. D. Ward, Agent at Chicago, relieving Mr. E. E. Loomis, who is assigned to other duties.

Mechanical Dept.

Henry F. Young, road foreman of engines, C. & E. Division, vice D. C. Colclessor, transferred.

New York Division.

Theodore M. DeVere, Trainmaster, with office at Port Jervis, N. Y., vice T. J. O'Donnell, deceased.

John S. McGovern, special claim agent, succeeding J. A. Dunn, promoted.

Delaware Division.

Fred Bridge, signal supervisor, Delaware Division, vice J. P. Krieter, promoted.

L. G. Gebhart, Agent at Shohola, Pa., vice L. L. Rixton.

Susquehanna Division.

F. A. Thompson, general yardmaster at Elmira, N. Y.

Mahoning Division.

John A. Dunn, special claim agent, New York Division, promoted to division claim agent, Mahoning Division, with headquarters at Youngstown, O.

Cincinnati Division.

W. H. Pohler, Yard Master, Marion, Ohio, vice M. P. Green.

OBITUARY.

John Thomas Wann.

John Thomas Wann died at his residence in Buffalo, New York, on Sunday, January 12th, 1913, on the seventy-fifth anniversary of his birth. Mr. Wann was born in Ireland, and educated at the Royal Academical Institution, Belfast. He entered railway service in 1871, with the Atlantic & Great Western Railroad, under Gen. J. H. Devereaux, President and afterwards Receiver of that road. Upon reorganization of the Atlantic & Great Western Road in 1880, Mr. Wann remained with General Devereaux, who was the President of the Cleveland, Columbus, Cincinnati & Indianapolis Railway, with general offices at Cleveland, Ohio, and was secretary of that company up to February, 1890, when he returned to the A. & G. W. property as Auditor of the New York, Pennsylvania & Ohio Railroad Company.

The N. Y.. P. & O. at that time was under lease of the Erie on a basis of percentage of gross earnings, under which the "Nypano" Company maintained an organization, principally for the audit of the lessee's accounts, as they related to the leased property. In November, 1895, Mr. Wann was appointed Auditor of the reorganized Erie Railroad Company, with offices at 21 Cortlandt Street, New York, and was the chief accounting officer of the Erie up to his resignation in the fall of 1902, and his retirement, at that time, from active business.

Mr. Wann was a man of high character, of dignified, though affable, manners and of wide acquaintance with the leading railroad men of his time. Deceased is survived by his widow and an only child, a daughter, Mrs. Boyd, living at 81 Lexington Avenue, Buffalo, N. Y.

Adelbert N. Simmons.

On Monday morning, Dec. 16th, the Grim Reaper called Adelbert N. Simmons, the Erie R. R. agent at Oil City, Pa. Mr. Simmons had experienced trouble with his heart about a week previous, but had apparently recovered. The night before his death he expressed himself as having never felt better, retiring about nine o'clock.

He arose next morning, and evidently was seized with a fit of fainting, as friends in an adjoining room heard him fall to the floor and hastened to his relief, summoning medical attention, but all to no avail, as he passed away without regaining consciousness.

Mr. Simmons was born in Sinclairville, N. Y., in 1860, entering the service of the Erie R. R. at Corry at the

age of twenty-two. He was later transferred to the superintendent's office at Meadville, Pa. Four years later he came to Oil City as chief clerk and cashier for D. W. Gurnsey, then agent at that point. Eight years ago, when Mr. Gurnsey was appointed commercial agent, Mr. Simmons received the appointment as agent at Oil City, which he filled faithfully and well.

He was a man of much energy and foresight and had amassed a considerable fortune in the oil business. The only known surviving relatives are two or three cousins.

Fraternally, Mr. Simmons was a member of the following orders: Oil City Lodge of Elks, Knights of Pythias, I. O. O. F., Petrolia Lodge, Masons, Talbot Commandery Knight Templars, all of Oil City, and Zem Zem Temple of Shriners of Erie, Pa. Funeral services were conducted at Oil City Dec. 19th at 10.30 A. M. by Rev. Mitchel of Grace M. E. Church. and the remains taken to Corry for interment.

The following resolutions of respect were passed:

The members of Meadville Division, Erie R. R. Freight Agents' Association, through the undersigned Committee, do hereby extend to the relatives and friends of our late brother, fellow worker and associate, Adelbert N. Simmons, our sincere sympathy in their sorrow and loss occasioned by his death. His long, faithful and valued service to the Erie R. R. Co., his simplicity of manner, fearlessness in the performance of duty, his conservative council, loyal and faithful adherance to all rules in support of fair and honorable practice pertaining to the duties devolving upon him in his avocation, should leave a lasting impression, and be an example worthy of emulation.

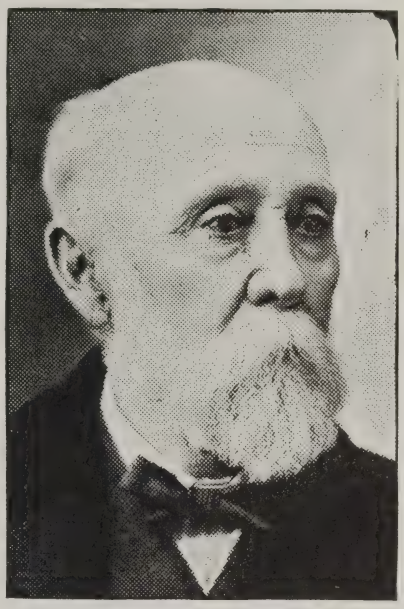
While his genial personality and wise council will be greatly missed from our Association, and his taking away deemed by us untimely, yet we bow in humble submission to the will of Him who doeth all things well and Who in His Wisdom has called Adelbert N. Simmons to his Eternal reward. We request that a copy of the above be placed upon the records of this Association, also copy be sent to relatives of deceased.

(Signed) A. L. Cottrell, Prest.
W. R. Johnson, Secy.
M. C. Flower.

David E. Cary.

David E. Cary, for over 52 years an employe of the Erie Railroad, died recently at his home, Friendship, N. Y., and was within two months of being 90 years old.

He began railroading in 1848 on an eastern road, and came with the Erie in 1853 as engineer on the Allegheny Division. He ran freight until



DAVID E. CARY.

1860, when he was given a passenger run. He pulled trains 14 and 29 until nine years ago, when he was retired. Afterwards he resided with a stepson on a farm at Friendship.

Mr. Cary was a member of the Masonic fraternity and a Knight Templar. He belonged to other organizations, as well. No engineer on the Allegheny Division was better known than Mr. Cary, and he was one of the Old Reliables. Many of the present runners fired for Engineer Cary, and a large delegation of them attended his funeral.

Thomas J. O'Donnell.

The news of the sudden taking off of Trainmaster Thos. J. O'Donnell of the New York Division, was received with sincere regret by his hundreds of friends and was a severe shock.

Mr. O'Donnell was killed at Jersey City on the evening of January 7th. He had been in the service of the

Erie Company for 24 years, having begun his railroad career as an operator, being later promoted to the despatcher's office at Jersey City, where he became a despatcher and subsequently night chief and chief despatcher. He had been also special agent of the Transportation Department. He was appointed trainmaster at Jersey City and from that point went to Port Jervis as freight trainmaster, which position he occupied at the time of his death.

Mr. O'Donnell was a genial, wholesouled fellow. He was unassuming, generous, kindly, and with a quiet dignity which commanded the respect of his fellow men.

To him railroading was a profession and his whole energy was given generously to the Company, of which he had been for so long a faithful employe and official.

Funeral was held at Paterson, N. J., Jan. 11th, and the large attendance of officers and employes was a deserved tribute to their late friend and co-worker. The floral tributes were many, and the esteem in which Mr. O'Donnell had been held was evidenced on every side. The services at St. Agnes R. C. Church were attended by members of the Knights of Columbus, St. Vincent de Paul Society, St. Joseph's Catholic Club, Holy Name Society and by delegations from the various railroad organizations. The honorary bearers were: William J. English, A. E. Ruffer, Edward Salley, James Cuneen, Michael Nolan, Christopher Joyce, Wm. Strohan and Peter F. Kirwin.

SOME WELL FED VERSES.

In the August, 1912, issue of this Magazine, in connection with the annual competition story of the Erie Shops Fire Department, there appeared an item telling of how Master Mechanic J. A. Boyden was seized with hunger half an hour after the banquet. This suggested an idea for a poem at the hands of George Westall, correspondent of this Magazine at the Cleveland Shop, and he dictated to his stenographer the following pathetic lines, which, merged into four stanzas he calls:

WHEN BOYDEN ATE THE BUNS.

One very hot night in July,
Old Huntington was gay;
Electric lights made bright the scene,
Along its great "White Way."
A thousand Gallant Erie Men,
On deck the fun to share;
Yes, they paraded on the streets,
Joe Boyden, he was there.

The air made him a hungry Joe,
No banquet could appease;
He ate the course from soup to nuts,
Then coffee, crackers, cheese.
And when the boys at the hotel,
Recalled the preacher's puns,
Joe hustled off his store-keep-er,
And bade him bring him buns.

Yes, Joe consumed the bloomin' bag,
And rubbed his stomach big;
He felt as happy as a lark,
And danced a Galway jig.
And when he bid the boys adieu,
To him new life was born;
Said he, "I sure feel better now,"
And think I'll live till morn.

Let's not forget that happy day,
The horn went to Hornell;
That day when ev'ry fireman,
Performed his duty well.
Let's not forget that Erie day,
When Fame her trade-mark carved,
That day when Cleveland's big M. M.,
Within an inch was starved.

THE FEMALE HOUSEFLY.

A female housefly which has hibernated in a dwelling house, or elsewhere, may produce in the spring, at the lowest estimate, 120 eggs. Assuming that one-half of these hatch as females, and allowing that the breeding goes on without check for four months, we have as the descendants of a single hibernating individual 214,557,844,320,000,000,000,000 flies. Now, a housefly measures exactly one-fourth of an inch in length; the distance around the earth at the equator is said to be 24,800 miles. It would take, therefore, 3,688,312,000 flies placed end to end to go around the world once. Using this number as a denominator, and the number of flies produced in four months from one mother as a numerator, we find she will give rise, in the course of a summer, to enough flies to encircle the globe at the equator 5,000 times and have plenty of progeny to spare.—Professor F. L. Washburn.

WHEN BEECHER "HOLLERED."

Coming home from the morning service one Sunday, Dr. Beecher threw himself on a lounge and said in a tone of deep dejection, "I believe that was the worst sermon I ever preached." One of his daughters protested that she had seldom heard him when he was more energetic. "Oh, yes," was the impatient reply, "when I haven't anything to say I always holler."—Outlook.

MISUSE OF FREIGHT CARS

The SUREST way to handicap or bankrupt a railroad is to HOLD ITS CARS OUT OF SERVICE.

An employe of a railroad WHO HAS ITS INTERESTS AT HEART will keep freight cars moving.

The most misused freight car is one that is allowed to stand loaded at a station AWAITING THE CONVENIENCE OF A CONSIGNEE, WHO ISN'T IN A HURRY TO UNLOAD. This transforms the car into a storehouse and KEEPS IT OUT OF SERVICE.

No station agent who earns his salary, by grace of his employer—the railroad company—CAN BE EITHER EARNEST OR FAITHFUL, who fails to induce a consignee to unload a car, AFTER IT HAS STOOD AT HIS STATION THE PRESCRIBED NUMBER OF HOURS, AND THE CONSIGNEE HAS BEEN NOTIFIED, OR TO TAKE SOME SPECIAL STEPS TOWARD SECURING DISPOSITION.

When a car contains company freight, it should be unloaded AT ONCE ON ARRIVAL AT DESTINATION by the person to whom consigned.

When it is held loaded, THE COMPANY LOSES SO MUCH MONEY DAILY THROUGH THE CAR BEING KEPT OUT OF SERVICE.

This places the consignee (an employe), in the position of one who, while presumably working for the company's interests, IS ACTUALLY BY HIS OWN NEGLECT, WORKING AGAINST THEM.

Freight cars cost money to build. They represent but one purpose—THAT OF EARNING MONEY FOR THEIR OWNERS. An idle freight car earns NOTHING.

Will every employe of the Erie Railroad concerned in the handling of freight equipment, MAKE A SUPREME EFFORT TO KEEP IT MOVING?

ORDER OF THE RED SPOT.

New York Division and Allied Lines.

February Membership.

No.	Engineer.	Fireman
11	J. H. Linley	F. Daley
12	J. M. Hagerty	W. H. Decker
100	J. H. Mallon	W. Walters (days)
	T. Bailey	T. J. Walls (nights)
117	T. Harrington	W. Cook
470	A. J. Dillon	E. Ritter
473	J. H. Hopper	J. M. Soop
477	T. A. Cole	W. E. Jenner
480	T. Fitzsimmons	B. Sweeney
513	B. Walsh	W. J. Gee
515	H. S. Robertson	L. C. Hansen
517	D. J. Ackerman	E. J. Brower
526	W. G. Cole	A. Canfield
591	C. Ryan	G. Casterline
598	J. Walker	O. D. Carpenter
610	M. G. Broas	
793	H. W. Smith	N. M. Cable
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	T. S. Dagion	J. H. Rose
824	C. Voorhis	W. F. Steppler
825	I. Hasbrouck	J. L. Weir
826	G. Wallace	J. H. Winters
830	W. E. Captain	W. A. Smiley
831	T. Duffy	E. G. Jacobus
833	J. J. Carpenter	C. A. Johnston
840	M. White	W. A. Ward
842	E. M. Saunders	S. S. Ballard
848	G. McKinnon	L. Axford
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
934	C. Caskey	S. Carpenter
937	H. N. Palmer	W. H. Pope
938	Vacant	J. A. Casey
939	A. Davis	E. J. Mulhall
950	A. Garrabrandt	J. McCarthy
954	A. Van Noye	C. L. Fowler
955	D. O'Brien	F. Knarich
957	F. Saier	W. L. McMahon
961	W. Cunneen	T. Connelly
963	C. F. Handy	A. Knarich
964	G. H. Beatty	W. A. Skinner
965	H. L. Sarvent	F. W. Cole
968	S. W. Evans	B. Kane
970	H. Springstead	F. M. Vernon
974	J. Donnelly	J. L. Coyle
1014	C. Landmesser	J. L. Kane
1071	J. Knaub	
1455		
2015		
2503	J. Downs	G. Ruegger
2561	E. Outwin	F. Moylan
3037	B. Crane	W. R. Perry
3038	J. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolkcom	T. R. Davis
3044	A. H. Barley	L. J. De VeBoise
3045	F. Beatty	H. Paffenroth
3046	W. Thomas	H. E. Pierce
3049	W. Coleman	F. Purrov
3050	D. Brahaney	L. W. Hinkley
3056	E. H. Hector	W. Brown
3064	E. J. Murphy	P. J. Murphy

N. Y., S. & W. Division.

February Membership.

No.	Engineer.	Fireman.
23	Nixon	A. C. Oakley
9	Marean	M. Scott
	Cox	A. Dorman
10	Mann	C. A. Houser
	Cox	A. Dorman
21	Eldridge	M. V. Laden
24	Pollison	J. A. Lawler
	Potter	Wm. Woodward
25	Klopman	J. Anderson
91	Gannon	A. Collins
	Nally	C. P. Mann
113	O'Brien	W. A. Meade

W. B. & E. R. R.

52	Darrohn	A. Heller
58	Jopling	J. F. Smith
57	Steele	B. L. Scott

RETIRED FROM SERVICE.

William Philip Shultz, the oldest passenger conductor in point of service, running on the Cincinnati Division, has been retired from the service.

Conductor Shultz entered the employ of the old A. & G. W. as brakeman, March 15, 1878. He was promoted to conductor March 27, 1878, transferred to trainmaster, Galion, O., February 1, 1887, and became a passenger conductor August 1, 1887.

For a long time previous to his retirement he ran trains 3 and 4. All wish Mr. Shultz happiness and contentment during the remainder of his days. Conductor George Kline is now in charge of trains 3 and 4.

WHAT EGGS ARE MADE OF.

The white of an egg is nearly seven-eighths water, the balance being nearly pure albumen. The yolk is slightly less than one-half water. These figures apply approximately to the eggs of turkeys, hens, geese, ducks and guinea-fowls.

To show how nearly alike the eggs of various domestic fowls are in respect to composition, the following figures are given by the Department of Agriculture:

Hen's egg—50% water, 16% protein, 36% fat.

Duck's egg—46% water, 17% protein, 36% fat.

Goose egg—44% water, 19% protein, 36% fat.

Turkey egg—48% water, 18% protein, 33% fat.

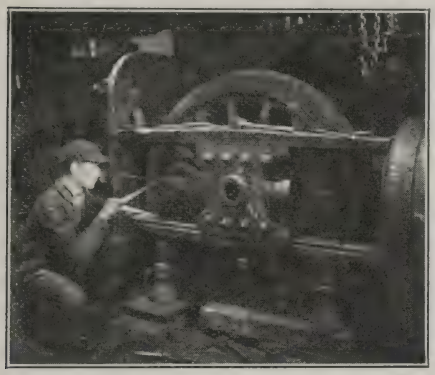
Of course, farmers understand that protein goes to make muscle and blood. Fat, of course, is fuel for running the body-machine. Thus it will be seen that eggs, though half, or nearly half, water, are extremely nutritious, containing all the elements required for the building and support of the human body. But the old saying that an egg contains as much nutriment as a pound of beeksteak is far from correct. It would be nearer the fact to estimate a pound of eggs as equal to a pound of lean beefsteak in nourishing power.

A man is sometimes judged by the company he keeps, when it is really his wife's.

A DUNMORE APPRENTICE.

Walter E. Rosar, the subject of this sketch, was born in Scranton, Pa., and being of the "quiet kind" of a boy, but little can be said of his early career.

He passed the sixth grade grammar school with credit, also the Apprentice Course, and was admitted at the age of 16 as Machinist Apprentice, into the service of the Erie Railroad.



WALTER E. ROSAR.

Being still in his first year it is hard to state what he will develop when he is shoved around, but out of 276 working days he has turned in 50 problem sheets and made a good showing at Mechanical Drawing, Personality "A", Scholarship Average 80%, Shop Efficiency 75%, Average daily attendance 20 days per month.

Advanced as follows: Frame Work, Mine Locomotive, Steam Pipes, Bolt Lathe. At present he is giving good satisfaction on guides.

43 YEARS ON THE ERIE.

This sketch tells of an employe of the Erie Railroad, who has served the Company 43 years, and at the end of that long term has nothing but kind words and praise for his employer.

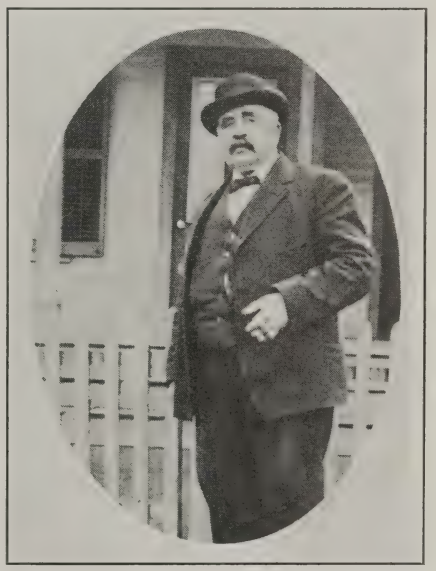
This veteran's name is Adam Dilger and he was, up to very recently, one of the good conductor's on the Delaware Division; in fact, he has been employed on that division ever since he entered the Erie service.

Conductor Dilger is now on the retired list, having recently been placed there on account of having reached the age limit. He believes he is good for many more years of hard work, but the rules must be obeyed.

Mr. Dilger is a German by birth and an American citizen by adoption. He is a good American citizen, too, because he served this country to the best of his ability during the War of the Rebellion. He has been in this country since 1858, and began life on a farm. He also learned the trade of blacksmith with an uncle near Honesdale, Pa. His war record shows that he enlisted in the 214th, Pennsylvania Volunteers, which was mustered out in 1866.

At the conclusion of the war he again took up farm life, and in 1867 became a brakeman on the D. & H. gravity road. In July, 1869, he came to Port Jervis, N. Y., and entered the service of the Erie as brakeman on the Delaware Division. In 1876 he was promoted to extra conductor, and in 1882 received a regular run.

Conductor Dilger recalls with interest the days of oiling and packing inside bearings, loading wood several times while going over a division, stringing the bell rope, controlling train with hand brakes when taking switches and the points on the division where there was single and double track.



ADAM DILGER.

In conclusion he adds, "I am very thankful to the Erie R. R. Co., for giving me employment for forty-three years and for the fair and just consideration in all its dealings with me. I will always speak a good word for the "Old Reliable Erie."

CLEVELAND'S STRONG MAN.

At the big Boyden plant in Cleveland they have a professional strong man, whose name is, in full, James Rawlands Mitchell. He hails from the "raw lands" of somewhere, but his biographer has omitted that feature of his existence.

The point in question concerning James is that he is a strong man, and when he is not working at anything else they use him to lift derailed engines back on the track.

James holds the title of "storehouse man." He stands 5 ft. 8 in. in his dancing pumps, weighs 163 pounds and is 28 years old. The boys about the shops believe him to be the light-heavyweight strong man of the Sixth City, and they openly declare he is the strongest man on the Erie Railroad. In making this claim, Messrs. Brier Hill Gorman and Tom Koester are cordially invited to sit erect and take notice.

CAN YOU BEAT THIS?

James has been with the picturesque Erie 8 years, and most of the time has been attached to the storehouse. When things are dull at the Willson Avenue reservation the boys congregate around the storeroom and amuse themselves watching James tossing kegs of spikes, as though they were boxes of matches. One of the things he is proud of, is being the only man on the job who cheerfully performs two men's duties for one man's pay.

Well, to get down to the buckwheats and corn syrup, the strong Mr. Mitchell, on one of our recent summer-like winter days, deferred to the wishes of the shop's army to prove how much he could retain on his stomach, without creating a feeling of nausea, they, the army, having several times advised the alleged strong man, that they were from the state in which St. Louis is contained and must be shown.

James then got mad and immediately summoned a photographer, and a man of good heft, that he might proceed to prove it. James then lay down upon Mother Earth, and the man summoned, whose weight is 176 pounds, leaped nimbly upon his refrigerator and stood there while the button was pressed for the picture.

After the test was concluded, James arose, shook himself like a wet retriever and said he'd box the entire shop, taking them on as they came along. No one accepted, but they expressed regret that Brier Hill Gorman was not present.

The expression on the face of James does not indicate that he found the 176 pounds on his refrigerator at all inconvenient; in fact, his face wears a placid, contented expression, as though he had heard the footsteps of the paymaster, and knew something good was going to happen.

One of the boys at the Boyden plant has learned that James is soon to enter the ranks of home-loving married men, and, when he does, the girl of his choice is going to demand of him that he stop tossing around engines and have more consideration for the Company's property. In the meantime a challenge is out to meet any strong man on the Erie, or those who think they are strong.

WASHINGTON'S ANCESTRY.

George Washington was directly descended from William the Conqueror. Tracing George Washington's ancestry in a motorcar about England, James W. Lee, pastor of St. John's Southern Methodist Church, St. Louis, has collected data about the great American which he declares are not in the possession of any historian.

Dr. Lee says he cannot disclose the facts he has at this time, but he has established the ancestry of George Washington back to William the Conqueror. Dr. Lee spent some time searching the old Norman fortress at Pevensey, the first castle of William the Conqueror. From this castle he traced the ancestry of the first American president. His facts, the clergyman says, are absolutely new and authentic.

OSTRICH THEORY PROVED.

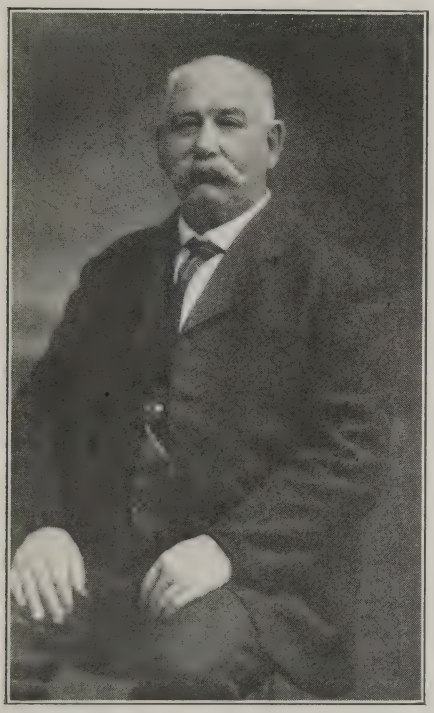
The ostrich farm near Hamburg is proving, so it is said, Hagenbeck's theory that ostriches, though at home in tropical or hot countries, would thrive in colder localities and as a result be stronger in health and grow a heavier coat of feathers.

FORTY-ONE YEARS IN CAB.

It is always a pleasure to say something in favor of the veterans of the Erie service—the old faithfuls who have stood at the helm during sunshine and storm, alike.

Here is one of many who is entitled to words of commendation, and the presentation of this sketch and the accompanying picture will be sure to receive the endorsement of the boys who handle engines on the Erie. The sketch is borrowed from the "Locomotive Engineers' Journal," the official organ of the B. of L. E.

"The subject of this sketch is M. A. Lynch of Hornell, N. Y. Born in Susquehanna county, Pa., November 7, 1853, commencing his railroad career with the Erie in the capacity of brakeman at the early age of seventeen years and at the age of nineteen commenced firing on the Susquehanna division, holding this position until November 2, 1877, when he was promoted to engineer Sept. 1, 1886.



M. A. LYNCH.

"He has successfully run an engine up to the present date with credit that any engineer could envy. He ran on freights until 1901, when his efficient service came to the notice of the officials and he then became a passenger engineer.

"During the Pan-American Exposition at Buffalo he was assigned to the flier, trains 31 and 32, making an extraordinary showing in the passenger service unequaled by any other engineer. He has run all the faster trains, never having a wreck or injuring a single passenger.

"He is at present running the Wells Fargo Express trains 13 and 14, and it requires good judgment and abundance of energy to keep these trains on time, as train 13 is a night run with a fast schedule that causes the engineer to be constantly on the alert to have his train reach the terminal on time. There are numerous obstacles to confront, particularly in foggy weather along the Susquehanna Valley, where it is difficult to perceive a block a few cars ahead. A man's vision must be keen to observe all blocks located, some of which are not six furlongs apart.

"Yet, having all these nerve-racking propositions to contend with, Mr. Lynch has never made the slightest mistake to warrant censure from the officials. His efficient manner in caring for his engine is noted all over the Erie system; not having an engine failure in 37 months, which is a meritorious record in itself.

"He has never been disciplined or taken out of service and is a strict adherer to the rules, never losing sight of his duties, always safeguarding the interests of the corporation which employs him, always unassuming when approached, modest about his ability as an engineer."

ONE OF "UNCLE ABE'S."

A farmer once told Abe Lincoln, a whopping big fib about his hay crops. Lincoln, smiling his melancholy smile, drawled: "I've been cutting hay, too."

"Good crop?" the farmer asked.

"Fine, very fine," said Lincoln.

"How many tons?"

"Well, I don't know just how many tons," said Lincoln, carelessly; "but my men stacked all they could outdoors and then stored the rest in the barn."

Oh, would some magic power,
Of witches or of elves,
Make us look unto others
The way we see ourselves.

THE STOREROOM OF A GREAT RAILROAD.

TO THE initiated and the uninitiated, the storeroom of a great railroad is a part of the system that appeals, as one of the principal departments connected with the general operation.

This is because a railroad cannot move a wheel unless by grace of the ever-important storeroom, where the hundreds, aye thousands, of things are kept, that enable every part of a railroad to do business.

It is neither the large or small miscellaneous things that play an important role, but all the things found beneath the storeroom roof, for a railroad company keeps nothing in stock that requisition is not made for at some time or another, and it is not even practical to omit even one article that may not be called for in years, for the very time that one despised article has become exhausted, then some one suddenly needs it, and the storekeeper is the man held accountable.

The Erie Railroad has more than one storeroom, but the Daddy of all the Erie's storerooms is the big one at Meadville, Pa., where, like the museums of old, can be found "everything, from a tack to a crowbar."

From all over the road come requisitions, telegrams and letters for material to this vast storehouse, and a large force of men is continually employed in handling same. These men are selected with considerable care, for it requires years of experience and training to become familiar with all the varied items that go to make up the material that is used in repairing the locomotives, cars, stations and track on a great railroad.

To the uninitiated—the persons that think railroading consists of buying a ticket, jumping aboard a train and handing the ticket to conductor—a visit to the storeroom—a storeroom such as the one at Meadville—would prove an impressive lesson, as, after looking things over and learning something of the cost of what is on hand, an idea might be gained that railroads need all they earn in order to pay expenses and earn a few dollars for stockholders; this, without figuring on the vast expense entailed in the many other departments.

At Meadville the storeroom, on first sight, reminds one of a museum of material, instead of curiosities, although there are a few curiosities included in the general assortment that might grace a museum where nothing but curiosities are on view.

The Meadville storeroom covers, say, about a city block and every inch of space is occupied with one thing or another, except the narrow aisles reserved for walking and operating hand trucks. To one who doesn't know, it would appear that there are so many things on hand that they might easily become mixed, but that is not so; the fact is that there is a place for everything, and they aim to maintain this system, or else matters would soon go topsy turvy.

In connection with this storehouse are the physical and chemical laboratories of the railroad, and it is interesting to know the care that is exercised by the company in procuring the best quality of material for the manufacture of the various articles that enter into the repairs of cars and locomotives. All of the iron and steel that is received is subjected to a test and it must pass the requirements, as laid out in specifications drafted by mechanical engineers, before it can be used on locomotives and cars. In like manner, the air-brake hose, steam hose, the oil and the waste that is used for lubricating; in fact, everything in the way of material that is used and is necessary in connection with the safety of the lives of travellers on the Erie, is thoroughly tested in these laboratories before being applied to the equipment.

Going through Meadville storeroom you find copper wire that is worth 40 cents per pound, but is part of the railroad's maintenance and must be kept on hand. High-speed steel from the mills of Great Britain is another item used in making tools for shop use; it costs 80 cents per pound, but, like the copper wire, it is in demand and must be kept in stock.

There is quite a stock of these materials on hand, and they represent but two items on the long and exhaustive list. There are flat-head bolts without number and of numerous sizes; they seem to fill an important place in the great storeroom, for there is big demand for them. The bins of a well regulated hardware store are not much different from those found at Meadville, nor do they contain a greater variety of articles. All sorts of steel in various sizes is on hand, and if you want a spike or a bolt, it

is just as easy to supply it. Rope in coils, asbestos, air-brake hose, couplings, flags, red, green, white, lamps, globes of all colors, office furniture and a thousand more things, too numerous to mention, are on hand at this great storeroom, and they even have a little shop in one end where couplings are removed from defective air hose.

It may be said of the Meadville storeroom, that no railroad in this country is run more systematically, as regards material on hand, in storerooms, than this one. The stock is kept as low as is consistent with safety. Nothing is allowed to run out, and yet an unnecessary amount of stock is not allowed to accumulate. This is good business judgment and saves paying for material that is not in great demand. It is simply a system of renewing stock when it begins to run low.

One of the very important features of this storeroom is the personnel of its employes. The Erie employs nothing but honest men in this storeroom. There are so many little things that could be pilfered that any man dishonestly inclined could easily make off with them. All Mr. Shaughnessy's men are of the tried and true sort, that need neither censure nor watching.

The Meadville storeroom consists of a main floor and two galleries that pass for floors. On one of these galleries is stored the valuable patterns used for moulding castings. In another room, under lock and key, is stored the material received that has not passed the required test made of everything purchased. This goes back to the concerns from which purchased, and credit is given for it.

It is a perfect system that makes the Meadville storeroom one of the very first class, and no railroad in this land has anything on it when it comes to perfect operation.

From Correspondents Along the Line

FROM HEADQUARTERS.

Louis C. Gollmer, formerly of the Auditing Department, was the spokesman of a delegation of the "Highbinders," which recently called upon Sheriff Radcliffe of Passaic County, and presented the latter with a handsome cut glass water pitcher and the necessary appurtenances. It was in the nature of a surprise and they were received with open arms by the Sheriff, who is the president of the fishing club composed of good fellows who find pleasure in visiting the camp at Greenwood Lake. Mr. Gollmer now holds a fine position in the Sheriff's office.

NEW YORK DIVISION.

It is with much regret that we announce the departure of one of the popular young men connected with the supt.'s office. Mr. A. L. Greenleaf severs his connection as accountant to accept the position of travelling auditor, with headquarters at Marion, Ohio, and expects to depart from Jersey City shortly after the first of February. His wife and child will also accompany him. Naturally the boys are glad to hear of Arthur's success. However, he will be greatly missed. Mr. Greenleaf entered the Erie service in July, 1901, in the supt. of trans. office, and in 1904 he resigned to accept a minor position in the div. supt.'s office, but it was not long before he worked his way to the position of ass't chief clerk and accountant. Good luck to "Art."

Does anyone know what became of Sam Greene's shoes. Sam is the towerman at W. C.

Through his ability to do good work, Oscar W. Holoch has been promoted to the position of foreman of maintainers of the Terminal Division. Mr. Holoch formerly held the position of foreman of the electrical gang at Paterson. It will be remembered that Mr. Holoch had charge of the interlocking work from "H. X." to "J. C.," while connected with the Union Switch & Signal Co.

Fred Landsedell, clerk to the master carpenter, is the proud father of a baby boy.

A. L. Tompkins, another popular young man in the supt.'s office, has resigned his position of side line accountant to accept duties elsewhere. Mr. Tompkins has only been connected with the Company for about two years, but in that time his pleasing disposition has gained for him a large host of friends. He takes with him the best wishes of all, for continued success.

Mr. Frank Cudney, inspector, made a pleasant call at the office of master carpenter one day last week. Frank was making a flying trip to the Big Town. We wonder why?

The crack Erie Bowling Team suffered a defeat at the hands of The People's Park Bowling Team of Paterson, recently. The Erie boys were a little off on strange alleys, as you will note by the scores:

Parks—			
Barton	152	165	140
Golby	182	176	145
Van Wyck . .	189	235	201
Campbell. . .	187	192	167
White	165	167	159
Eries—			
J. Reardon . .	148	160	147
Toomey . . .	182	175	162
Evers.	142	135	130
Delaney . . .	147	104	145
W. Reardon .	187	211	137

JERSEY CITY SHOPS.

John Sleight, acting foreman of the erecting shop, was furnished a little impromptu entertainment by the boys of the Jersey City North Side Shops, which upset the young groom's quiet wedding plans to the extent that he was not heard from for several hours, except by his bride, who could not imagine what had taken place, but it was not long before she realized that she had been married to a shop man, and that explained all.

"Jack" disclosed little of his wedding plans to any one, and the Secret Service Committee appointed to investigate all arrangements and recommend a program of surprise, worked like a charm.

At 7.00 o'clock "Jack" drove up to the church with his bride-to-be in a big motor car, which had been punctured twice in a short drive from her home. Punctured tires were a mere trifle on such an occasion, and without stopping to make necessary repairs, "Jack" pulled his train in on time, and for this he will have his name painted on the body for honorable service.

During the ceremony, while the bridal party was still ignorant of any prearranged serenade, the Committee on Disturbances, consisting of 25 mechanics, were at work on the car, disconnecting the sparking apparatus, and taking the remaining program for the night over in their own hands, the account of which follows:

The bridal party was escorted from the church to the car by the combination, chauffeur and best man. Charles Jankowski at once proceeded to crank the engine and drive the party to his (Jack's) wife's home, where a reception and banquet were to be enjoyed. This is where the break came and where Jack's friends took hold to complete the night's serenade as they saw fit.

Ropes were fastened to the front axle of the fine touring car that Jack scrapped up for the occasion, and the unexpected workers took possession of the party and dragged the car by means of the ropes through the most important streets of the city. "Jack's" appeals were only deafened by the clanging bells and the shrieking horns of all descriptions, whereupon he decided to leave the car with his bride, to take refuge in a street car. "Jack's" idea came too late, for scarcely had he made a move for the door, when the entire crowd pounced upon him and he agreed to be the guest of the intruders for the evening, notwithstanding the embarrassment.

After Baldwin, Newark and Hoboken avenues had been traversed with horns bellowing and mobs following to help make a success of the occasion, the parade came to a halt in front of the Orpheum Theatre, where the pleas for a cessation of hostilities was granted by the mob and after the ignition of the car was restored, the party speeded to Hudson Heights, where a gathering was awaiting their belated return.

We are glad to announce the marriage of Thomas James, son of the veteran day watchman of the shops. Tom's great ambition is to break his "Old Man's Record" of 45 years of continuous service with the Company. He is still on the job.

Tom's specialty is the triple valve. His official title is "Triple Valve Tester," a high sounding title; it is very instructive to hear him elucidate the intricacies of the air pump. What Tom does not know about compressed air, his energetic and learned foreman, Dave Fisher, rushes in to fill. Dave is a storage battery of information of an unknown quantity.

But we were always of the opinion, until now, that Tom was more of a soldier than he really is in the trouble of 1907, when others got cold feet and deserted their post of duty, Tom stood by his guns defiant and refused to be intimidated, but now at the first shot fired from Cupid's bow, he surrenders and allowed himself to be

led away like a sheep to the slaughter, a prisoner for life, by a young suffragist not yet out of her teens. Alas, poor Yorrick, if you cannot have my congratulations you certainly will have my condolence.

DUNMORE SHOP DOINGS.

It was deeply regretted by all acquainted with Wm. Miller, to see him depart from Dunmore last month, to take up his new duties as shop superintendent at Kent, O. Mr. Miller was very well liked at Dunmore, where he served as foreman Car Dept. for the past 13 years. His former associates and employes wish him abundant success.

H. W. Dalrymple, oil house man, is nursing a bad leg, which was suddenly affected by acute rheumatism during the past week. Dr. Mique Crane is attending him.

Walter Cavanaugh, clerk in storekeeper's office, and C. J. Speece, stationary engineer, were quite successful at the recent Poultry Show at Pittston, both winning several prizes. Mr. Speece got a beautiful silver cup for exhibiting the finest bird from Scranton.

Charlie Reed spent Saturday, Dec. 28th, in Honesdale. There must be great attractions in that little town, as Jimmie Purcell is also quite a frequent visitor there.

Our new machine shop foreman, H. L. Loucks, took full charge recently. Welcome Mr. Loucks.

J. F. Fitzsimmons and S. W. Tredinnick are anxiously awaiting the next dog show in Scranton. They have some fine specimens of canines to exhibit.

At the last staff meeting, B. S. Schoonover, tool room foreman, gave an illustrated lecture on "How to Prepare Requisitions." Mr. Schoonover is very clever at this and his lecture was interesting to all in attendance.

Machinist Apprentice George Washington Reed, a resident of Moosic, Pa., better known as the "Town of Darkness," was held up and relieved of all his valuables by a masked highwayman, just as he stepped off the Laurel Line car on his way home. George was very fortunate not to have many valuables on his person at the time.

Work on our new car shop, which was damaged by a mine cave some months ago, is being delayed, due somewhat to lack of material, but as soon as the material is received there will be no stop until everything is completed, and along with the new oil heating furnace for straightening sheets and other parts of steel cars, and the large flanging clamp that goes with this furnace, Dunmore will have a modern car and repair shop, which will materially increase the output and reduce the number of cripples.

Another important feature of our new equipment is the Pang-Born sand blast outfit, which will be installed and put into service in a short time; then watch the cripples disappear.

J. S. Elston, aged 69 years, a former locomotive engineer on the Susquehanna Division, died at the home of his daughter, Mrs. F. C. Wallace, Sunday, Jan. 19th.

Deceased was widely known on the Erie Railroad and was an employe of the company for thirty-five years. He is survived by his widow and daughter. Interment at Elmira, the place of his birth.

Machinist George Henry died at the home of his mother, Prescott Ave., Scranton, after a brief illness of typhoid pneumonia. He was employed at Dunmore Shop since October, 1911.

James McGettigan, an employe of Dunmore Shop for the past ten years, died at his home on Walnut St., Dunmore, after an illness of about one week.

During the ten years he was employed at Dunmore, he worked at the roundhouse and foundry, where he won the esteem of all his fellow employes. He is survived by his wife and one son.

BRADFORD DIVISION.

Engineer George P. Clough had the misfortune to lose part of one thumb while at work around the switch engine in the Bradford Yard, recently.

Matthew J. Burns spent a few days in Rochester, N. Y., during the month.

The Bradford station has been equipped with electricity, and the change from gas to electric lights is a decided improvement and much appreciated.

William H. Carey, formerly assistant baggageman at the Bradford station, has made rapid strides in the business world, and is at present located at 440 Van Ness Avenue, San Francisco, Cal., as Pacific Coast distributor of motor car equipment. He is a brother of Brakeman Earl Carey.

Business in both passenger and freight is showing a nice increase.

PORT JERVIS SHOPS.

N. B. Emley, inspector of apprentices and piece work, is quite a frequent visitor at Port Jervis. As his visits always seem to fall on Sunday, we are wondering whether it is strictly company business that brings him to our fair city.

Mr. William Kane of Meadville was a welcome visitor at our shops, recently.

Mr. Lester Pitney has returned to our ranks, after being absent on account of sickness, covering a period of about five weeks. We are glad he is again able to resume.

Ho—Rah—Jack has a new lid.

General Foreman Car Shop M. Quinn and Mrs. Quinn have returned from their honeymoon, which was spent at Washington and other points of interest in the East. All hands at Port Jervis join in wishing Mr. and Mrs. Quinn a long and happy married life, and may their troubles be "Little Ones."

N. Y., S. & W. R. R.

Agents' and Assistants' Association held its regular monthly meeting at Munzer Hall, 201 Market Street, Paterson, N. J., on January 18th, 1913. Question of topic for the Rochester meeting was discussed. Also address to the agents was made by Mr. C. R. Whaetly, traveling auditor, which was greatly enjoyed by all present. Arrangements have been made by all present to attend the banquet of the combined N. Y. Division and side line association on Feb. 15th, 1913, at Mazettle's Hall, 35 St., New York City.

Acting Superintendent A. B. Shafer is now a resident of the Borough of Hawthorne, N. J.

Fred Gould, collector on trains 934 and 955, has recovered from his serious illness and is back working again.

It is with great sorrow that we state that Conductor Joseph Preston has had to undergo a serious operation, and it is the hope of all that he will have a speedy recovery.

Frank Baumberger, timekeeper in superintendent's office, resigned and his position has been filled by Walter Donegan.

George L. Baumann has been employed as clerk in the maintenance of way department in superintendent's office.

William Goodno has been employed as clerk in superintendent's office.

Thomas Gray has been promoted

This Watch Will Be Given Free To Some Erie Employee

19 JEWEL B. W. RAYMOND With Winding Indicator.... $44.00

ON Washington's birthday February 22nd your watch inspector will display the B. W. Raymond indicator watch in his window. Go to him. Get posted. He will gladly tell you why it is the best and safest railroad watch. Then write us a letter, telling the merits of this watch as you understand them. We will use the best letter for an advertisement and the writer will get this handsome watch for his efforts.

Who will win the watch? You may, if you try. So call on your inspector and then write us. This offer is open to men coming under the time service rules. Enclose coupon and 50c with letter for leather pocket book that usually retails for a dollar.

ELGIN NATIONAL WATCH CO.
10 South Wabash Ave., Chicago
Enclosed find 50 cents for combination Billfold, Cardcase and Timebook.

Name _____

Address _____

_____

E. M. 2

to the position of extra passenger conductor on this division.

Elmer Tidaback has also been promoted to the position of extra passenger conductor.

Conductor James (Trap) Mahon is home with a severe attack of grip.

The smoke wagon operated by our good friend, "Wes," is doing business again, and danger signs are being placed on all corners throughout Paterson to protect the public.

STROUDSBURG SHOPS.

Dayton Bowman has resigned his position as clerk in the Mechanical and Stores Department and entered the employe of "Uncle Sam" as carrier for the delivery department of the Stroudsburg post office.

Norman J. Marsh resigned as storekeeper and chief clerk, taking effect January 15th. He is succeeded by S. E. Knapp, who came from a similar position at Avon, N. Y.

Mr. Fredericks of Stockholm, N. J., is the message operator in the dispatcher's office here, succeeding Mr. Skirkey, who has been transferred to a dispatcher's trick in the office at Jersey City.

MEADVILLE SHOPS.

The local press notes the resignation of the Erie's former general mechanical supt., T. Rumney, from the service of the Rock Island Railroad.

A conference of the Erie's mechanical superintendents, lasting three days, was held at Meadville, and was presided over by General Mechanical Supt. William Schlafge.

The Bronze Metal Company has decided to merge its plants, and has selected a site east of the shops, and will erect a building 50x300 feet, with all the latest devices, including ventilation, and with the most modern machinery. The growth of this Company is remarkable.

Engine 2046 is being changed to enter the passenger service. General Foreman Sutherby is giving this engine his special attention.

The Franklin Branch trains had their usual high water experience during the latter part of January.

A new name board has been placed on the passenger station, which called forth the praises of the local press. It is proving a great innovation to passengers on trains, who now know "where they are at."

With the close of the year 1913 Samuel Slater, the veteran blacksmith helper and heater, retires from active service. Mr. Slater has been in the employ of the Erie upwards of 40 years, all spent in the smith shop. He assisted in forging the frames and axles during the narrowing of the old broad gauge road. He is 84 years old. His shop mates all wish him continued good health.

M. H. Remington, hammer man, who has been afflicted with bronchial trouble since August last, has gone to Florida, in the hope that the climate of that State will bring about a renewal of good health.

L. E. White, assistant general foreman, is the owner of a fine automobile, and is anxiously waiting for fine weather, so as to give his friend, Henry McKeever, the ride of his life.

BUFFALO CAR SHOP.

A. Trautman has succeeded J. McMullen as superintendent at Buffalo Car Shop. The Erie car shop men extend him a hearty welcome and will extend the same courtesy and willingness to him that was always extended to our former superintendent, and will continue to hold the Erie Car Shops in the first position.

We very much regret to report the death of one of our oldest employes, Mr. Martin Fortune, who passed away on the eleventh day of December, 1912. Mr. Fortune was very highly respected by all who have known him. His fellow workers came to the support of his widow very handsomely.

Miss Gertrude Meehan, our efficient and popular stenographer, has been on the sick list. We have missed her very much. Glad she has recovered and is back again with us.

F. Charles, one of our foremen, has been sent to Chicago, inspecting new equipment for freight cars.

The Erie Car Shop Bowling Team, Captain O. H. Truhn, is still on deck and winning quite a few games. The boys are still in the running and issue challenges regularly.

The fire laddies are practising regularly weekly. and expect to "bring home the Bacon" this time.

It is rumored that W. Reese, P. W. C. for the Paint Dept., is to be married in early summer. Good luck to you, Walter.

There are quite a number of passenger and freight cars being turned out regularly. Hospital car No. 1098 was put into service, a splendid piece of

work, a credit to all foremen and workmen concerned in its completion.

J. Finn, wrecking master and his crew of eight men, show a very creditable record for promptness in turning out and ready to leave in thirty minutes, owing to the efficiency of Thos. Gibbons, watchman and caller.

H. Auer and his full gang are making things hum on the storeroom track.

There is quite a little excitement here among the Irish Brigade, on account of the Home Rule being granted by the English Government, and if they all keep their word, Buffalo will be nearly depopulated.

There are quite a few disciples of Izak Walton here who are looking for fishing through the ice. Charles Smith caught twenty blue pike last Sunday, at least he says he did.

Jake Dambach has been on the sick list, but has fully recovered and is back among us again. Glad to see you, Jake.

Carl Schottin, P. W. C., has moved from the field to the New building office; quite a migrate.

The weather here in Buffalo is very bad and certainly against car building. Rain, rain, rain and then some.

Through the Erie Magazine, everybody we know and everybody we don't know connected with the good old Erie, we wish a Happy New Year.

John Manquin, foreman Pass. Dept., moved into his new home a short time ago, and we are anxiously awaiting the house warming, John.

Dave Frazer received as a Christmas present a book of poems entitled "Paradise Lost." What does it mean, Dave?

Joe Dubel, foreman, expects high honors in the Ogallah Tribe of Redmen next election.

Mr. Koipp, turner at Erie Car Shops, is selling out his property at Lancaster, N. Y., and is going to spend his days in Germany. Hoch-der-Kaiser.

Ed. Solomon has returned from New York after an absence of one week, and you can detect the Cockney accent.

George Goldsmith, our efficient chief of the Fire Dept., is chesty and expects great things from his men and his assistant chiefs.

Two months from now we will be looking for the robbins and then you will see things hum.

Edward Rathka, messenger boy, Fort Erie, is still alive. If you do not believe it, ask him.

The Impi boy still loves pie.

M. Meehan, foreman Susp. Bridge, gave us a friendly call last week. Keep on smiling, Mike.

Charles Ross and Geo. McCormack are joint partners in the chicken business.

John McCormack, formerly chief clerk at Buffalo Car Shop, paid us a visit this week. John is now located in Edmonton, Alberta, Canada. John has certainly improved in health and looks. Quite a distance to come to see friends and relatives.

John McKenna, Charles Krauss and the rest of the foremen are all hustling to make 1913, which is an odd number and means good luck, a banner year.

BUFFALO MACHINE SHOP.

Heine Burgstahler says he was not satisfied with the harp that Santa Claus gave him, and stated that he wanted either a cat or a goat. Now he is angry because Ed. Tredennick has got his "goat" and Bill Seiler's got his "angora."

Miss Mary Schiesl, stenographer in Storekeeper Klein's office, was the recipient of a beautiful box of chocolate candy, same having been presented to her as a token of esteem by her office associates.

L. C. Maecker, formerly employed as piece work checker at this point, was a recent visitor at this shop. All the boys were glad to see "Louie," and he was extended a cordial welcome.

It is rumored that Frank Halbleib and Rube Brost, accompanied by Alvin Stumpf, will give a vocal recital before the "Sherman Saengerbund" during the early part of next week. Many of the boys will be present to hear our congenial songsters, and expect them to outdo themselves in their efforts. We understand that these young men have had several offers to go into vaudeville, but it is a hard matter to break home ties. Success and prosperity to them.

It is with much regret that we announce the death of Engineer Gorton Nelson, which occurred on January 9th, 1913, after a brief illness. Mr. Nelson is survived by his father, Francis B. Nelson, and sister, Mrs. John Lang, wife of Road Foreman of Engines J. Lang. The funeral was held on January 11th, under the aus-

pices of the Masonic Lodge of Attica, N. Y., with interment at Attica. Mr. Nelson was employed as locomotive fireman on the B. & S. W. Division, August 5th, 1882, and was transferred to the Buffalo Division, January 8th, 1883. He was promoted to locomotive engineer September 22nd, 1890. For the past two years or more he was regularly assigned to Castile switch engine. Mr. Nelson was well liked by all who knew him, and the entire community join in expressing their sorrow for the bereaved ones.

The home of Fireman John Wisnet was blessed with a bouncing 8-lb. baby boy on December 8th, 1912. Latest reports are that mother and baby are doing well. Congratulations, Johnnie, and thanks for the smokes.

Fred Cook, who has been in the employ of the Erie Railroad as machinist at Buffalo Machine Shop for the past 35 years or more, has been given a lighter position in the boiler shop. Fred has reached the age of 74 years and is to be congratulated for his long and faithful service and loyal support of the Company.

Messrs. Charles E. Bartz, J. F. Delehanty and V. D. Holden, firemen on the Buffalo Division, have joined the ranks of the Benedicts.

Mr. William Leid, who during the past two years held the position of road foreman of engines on the Buffalo Division, has been promoted to supervisor of locomotive operation, with headquarters at Buffalo, N. Y. Mr. Leid entered the service of this Company as locomotive fireman, October 4th, 1883, and was promoted to locomotive engineer August 7th, 1891, and held this position up to December 7th, 1910, at which time he was promoted to road foreman of engines to succeed Mr. Charles Davis, deceased. Mr. Leid while at the throttle was one of the most capable and industrious engineers on this division, and it is safe to say that his qualifications while performing his duties as road foreman of engines were unexcelled, otherwise his superior officers would not have been pleased to promote him to supervisor of locomotive operation. We believe that no better selection could be made, and, therefore, congratulate his superiors in their selection and extend to Mr. Leid our congratulations upon his promotion, and sincerely trust that all engineers and firemen—in fact all concerned on the Buffalo Division—will do their best to co-operate with him,

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in order to make his showing most successful.

Mr. John Lang, engineer on the Buffalo Division, was promoted to road foreman of engines to succeed Mr. William Leid, promotel. Mr. Lang entered the service of the Erie Railroad Co. as locomotive fireman September 17th, 1886, and was promoted to locomotive engineer October 11th, 1891. It appears in selecting Mr. Lang as road foreman of engines, great care must have been exercised in choosing a man with the qualifications that he possesses, and we know of no other man on this division who is better fitted for the place. His qualifications are well known by his associates, both engineers and firemen, and he is held in high esteem by them, and there is no doubt that one and all will co-operate with Mr. Lang in making his showing a successful one. We congratulate his superiors in their selection and extend to Mr. Lang our heartiest congratulation upon his promotion.

CLEVELAND SHOPS.

Words cannot express our feelings toward our old friend and associate, Wm. Gawne, blacksmith, who has been off duty for some time, account of a bad attack of la grippe. This is the first sickness that has overcome this veteran in 41 years. He has been in continuous service with the Erie since the spring of 1872, and up to five years ago he was in charge of the big fire. His service with the Erie is an A-No. 1 record. Night or day, when his services were required, he was always the first to respond. On account of his steady habits he could always be depended upon, and made life very cheerful for his associates. He was always in his glory when he could assist the unfortunate ones where the cause was just. He is very much devoted to his family and his benevolent ways have brought him many friends, who all wish him godspeed for an early recovery.

The blue-print file case for the Car Department has been completed and is placed in a very convenient place for one and all who have the prints to refer to in their line of work.

H. S. Burr, supt. of stores, made us a very pleasant business visit. The changes he contemplates making in the storeroom and material yard will be right in line for the betterment of the work that is going on around the Boyden plant.

Our roundhouse floors are now well taken care of with crushed stone, filled in between all pits, and, when completed, with all the holes filled, it will be a great deal more convenient in getting around with material.

Pete Kukis, storehouse checker, has been with us a couple of weeks, and made a great many changes in the material yard, more especially the spring house. The remodeling of this alone is a great credit to Pete Kukis. who seems to take a great interest in bringing our shop up to the standard.

BRIER HILL SHOPS.

T. F. Gorman is back on the job, after two weeks' sickness with grip.

W. Tracht, roundhouse foreman, is off sick with a bad cold.

L. J. Conners is acting roundhouse foreman in Mr. Tracht's place.

H. McDonald is "moonlight" master mechanic at Ferrona, in place of R. Edwards, who is off sick.

J. H. Sweeney visits Cleveland very often over Sunday. There seems to be some attraction up there, but we don't know what.

John Kihm, roundhouse foreman at night, is off sick. Wm. Riley is acting in his place.

W. Toona, blacksmith, is visiting friends in Cleveland.

Are very busy at this point, on account of having so many hydrostatic tests, along with our other rush ot business.

We are having a restaurant built at this point, and will serve meals at all hours, which will be a very nice thing, especially for the crew turning and laying over eight hours in our up-to-date bunk room.

J. Anderson, shipping clerk, is very busy handling material with his organized gang—one Italian, one colored man, one Dutchman, with an Irishman for Boss.

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His Majesty King George IV approving the sauce made by the original Brand who was for many years chef to that royal epicure.

Delicious with fish, soups, game, etc., and Particularly appreciated on Welsh rarebits, broiled lobster and English mutton chops.

A ROYAL RELISH

George Armstrong and D. B. Smith are getting along fine after the automobile accident.

We are having very wet and muddy weather at this point.

S. B. Hartranft, boilermaker, is off sick.

John Reiger, the new car foreman, is making a good showing in handling the work in car yard. John is always a little bit ahead of the work.

The transfer at Brier Hill is all finished and is running up to date now.

FROM KENT CAR SHOPS.

Adam Trautman, shop supt. of Kent Shops, was promoted to supt. Buffalo Car Shops, to succeed J. McMullen, advanced to mech. supt., with headquarters at Meadville, Pa. Mr. Trautman made many friends during his short residence at Kent, who were sorry to see him leave, but glad he received a well deserved promotion. His hustling abilities undoubtedly were recognized by the Mechanical Department, as he was always on the job and at all times had the Company's interests at heart. He was succeeded by William Miller, who had general charge of repairs at Dunmore, Pa., and who comes highly recommended as an authority on shop supervision and general knowledge of shop operations. We wish him a successful and prosperous administration.

Hon. J. J. Shanley, telegraph operator for the Company during times when the Ohio State Legislature is not in session, entered his second term as representative of Portage County in the House of Representatives on Jan. 6th. The Erie boys can point with pride to him, as John is considered a valuable member of that body, who recognized his ability by appointing him to some of the most important committees of the Lower House. "Honest John," as he is commonly known by everyone, is made of the stuff that will get him higher political honors and favors.

Joseph Fallon, brakeman on the Cincinnati Division, suffered a broken leg in Kent yards while attempting to board his train and fell. He was taken to Akron Hospital for treatment.

Charles T. Terry, day watchman of local shops, attended the 50th wedding anniversary of his sister at Portland, N. Y., Jan. 18th. Mr. Terry began his railroad career as brakeman on the A. & G. W., July, 1869, and was promoted to conductor in 1874. Prior to July 22nd, 1911, he was yardmaster at Jamestown and Meadville, Pa., when he lost his left hand; then he retired to other duties. Among relics of earlier railroad days he has a lantern frame and globe, which he carried for 35 years, marked A. & G. W., and is highly prized by him as a reminder of olden times.

Horace H. Nash, for 22 years an A. & G. W. coach shop employe, died recently at the age of 79 years. During his term of employment, which began after the war, he proved himself to be a thorough mechanic, as well as a well respected company employe. He has not been employed for some time, and completes his final chapter in life on a farm.

GALION SHOP NOTES.

Eugene Barkle, stock man, has resigned to take a position in Akron, Ohio.

Henry Poth, timekeeper, has been promoted to the position of stock man, vice Mr. Barkle, resigned.

Clinton Young has taken the position of timekeeper, vice Henry Poth, promoted.

Miss Edith Poister, stenographer to Mr. Depue, master mechanic, has resigned to take a position with the North Electric Company, Galion, Ohio.

Miss Marguerite Poister has taken the position of stenographer to Mr. Depue, master mechanic, vice Miss Edith Poister, resigned.

Fred Smith, clerk in the master mechanic's office, has started out to learn the machinist's trade.

Miss Edna Gugler has taken the position of clerk in the master mechanic's office, vice Mr. Smith, transferred.

Mr. Emley, inspector of piece work and apprentices, was a shop visitor recently.

The Galion Shop is on the boom once more, and our force is somewhat increased. We are working nine hours a day, five hours on Saturday, and everything seems to indicate prosperity at this point. We are also glad to see many of the former employes back again with the "Old Reliable."

We are sorry to learn of the death of Mr. Max Boehm, formerly of the Tin and Copper Department. Mr. Boehm formerly worked in the Meadville Shops and came to Galion several years ago, working in the Tin and Copper Department, until two

years prior to his death. The family has the deep sympathy of the shop force.

CINCINNATI DIVISION.

A. J. Horth, Jr., of Meadville, Pa., has accepted the position of chief clerk in the Maintenance of Way Department, succeeding F. B. Stinson, resigned.

A new pump has been installed at the water softener located just west of Kenton Avenue, Marion, Ohio. The water is pumped direct from the Erie wells to the softener, and is distributed from the softener to the machine shop and water cranes.

The new concrete freight platform at Urbana has been completed and a concrete culvert will be installed for the box board switch at that point. Much concrete work is being done on this division. The cost is more at first, but on account of the fewer repairs it takes to keep concrete work in good shape, it pays in the end.

The new eating house to be located on Kenton Avenue, Marion, is about completed and ready for use.

Plans have been completed for the improvement of the Marion freight house.

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These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

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FOR SALE—A few pairs of thoroughbred Homer pigeons at 75 cents a pair; to make room. B. D. Williams, Portage, N. Y.

ERIE WATCH FOBS FOR SALE.—Erie trade mark on a shield made into a finely designed gold plated watch fob. This is a fob that all Erie Employes appreciate. Send 50c. to F. L. Cogsil, 201 Euclid Ave., Cleveland, O.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

TWELVE beautiful colored postals, everyone different, picturing the Erie's famous Stone-Arch Bridge, the "Starrucca Viaduct," at Lanesboro, Pa. Sent postpaid for 15 cents. Address C. D. Burton, Lanesboro, Pa.

FOR SALE.—Year old stock, or setting eggs from prize winning Single Comb White Leghorns or Barred Rocks. Settings of 15 eggs, $1.50. W. R. Springer, 120 E. Front St., Youngstown, O.

For sale—Tumbler Pigeons. Also Golden Seabright and White Cochin Bantams. W. M. Burrus, 520 N. Lincoln Ave., Scranton, Pa.

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FOR SALE.—Flatbush, Brooklyn, two family house, new, brick, detached, thirteen rooms, separate furnaces, all modern improvements, lot 23 x 135. Price, $6,500; $500 cash. Write, H. H. Wall, 1363 Park Place, Brooklyn, N. Y.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Wrte me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

FOR SALE—Stevens visible-loading 22 rifle new condition, shot about 175 times, $6 with belt. L. W. Michel, Avon, N. Y.

FOR SALE—8 lots, situated in the town of Emerson, N. J., on N. J. & N. Y. R. R., five minutes' walk from station. Inquire, P. Hosang, 147 Congress St., Jersey City, N. J.

FOR SALE.—Black Langshang Eggs for hatching, $2.00 per 15. Prize Winner. G. W. Burns, 376 Grove Ave., Galion, Ohio.

FOR SALE—One set of ½ Cyclopedias of Mechanical Engineering for $15.00; good as new, not even soiled, cost $21.80. A complete course of mechanical engineering for boiler makers or automobile mechanics. Write John V. Cooper, 627 Silver St., Marion, Ohio.

FOR SALE.—A nearly new, 4 in. x 5 in., Vive Camera, in fine working condition. Complete. Can furnish samples of work. A bargain for somebody. Jerome F. Houghtaling, 29 First St., Wanen, O.

PHOTOGRAPHS copied, any size up to 5x7, mounted one dollar dozen. Post Cards 75 cents dozen. Plates and films developed, any size. Films, 10 plates, 5 cents. Prints, 5 cents, mounted, 10 cents. Work guaranteed . A. Kronmiller, 426 3d Ave., Olean, N. Y.

TEN ROOM HOUSE and quarter acre lot, with orchard, situated in Uniondale, for sale cheap to quick buyer. Inquire of G. C. Tennant, Herrick Center, Pa.

FOR SALE—Twentieth Century Key. Nearly new; in good condition. Just the thing or a weak wrist. Will sell cheap. E. A. Dreuitt, Operator, Bath, N. Y.

WANT TO BUY—Benn Pitman Dictionary. Must be in good condition and seasonable. Address, M. T. Casey, Room 1152, 50 Church St., New York.

FOR SALE.—1 Jump Spark Coil, 1 Igniting Dynamo for gas and gasoline engines—entirely self contained, 10 to 20 volts, 2 to 3 amperes, 1200 rev.'s. Price $10.00. C. W. Woolley, 101 Rodney Ave., Buffalo, N. Y.

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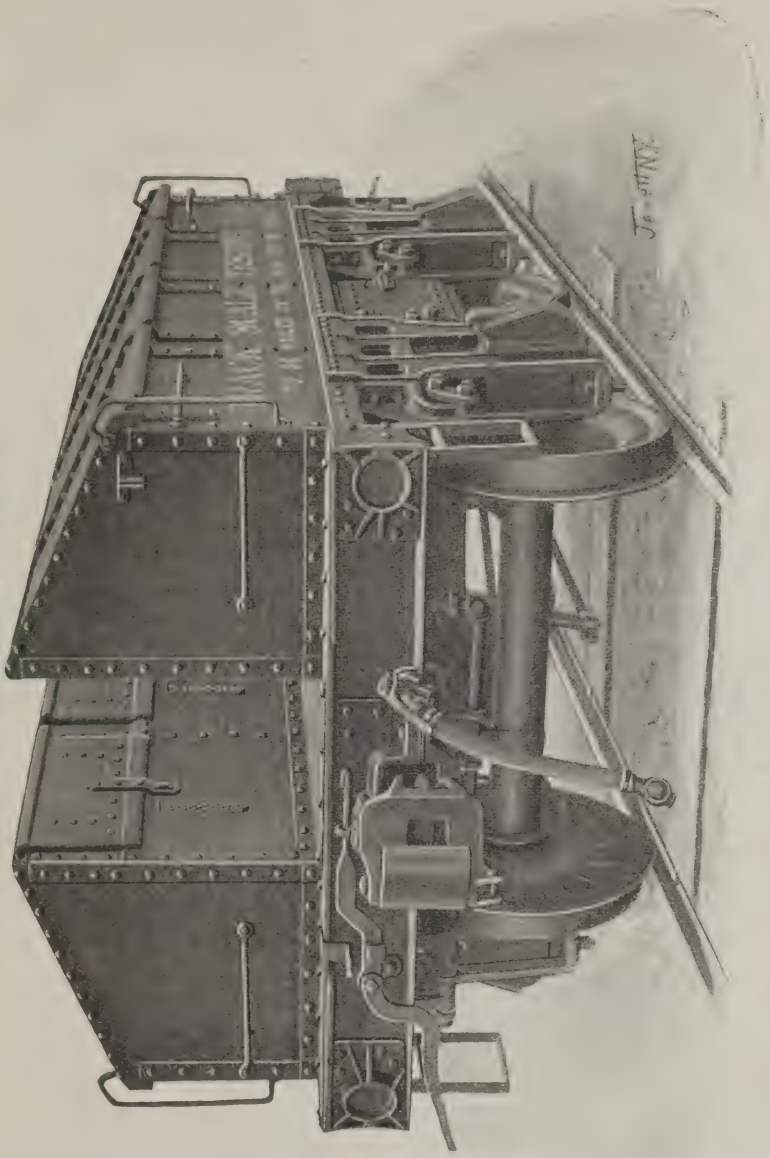

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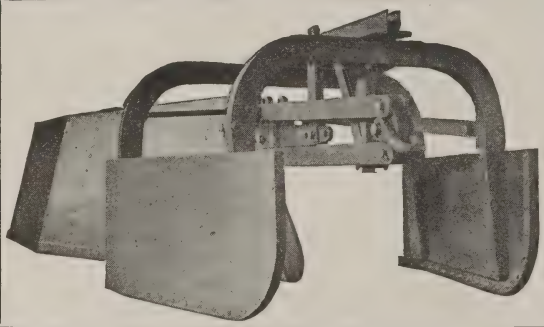

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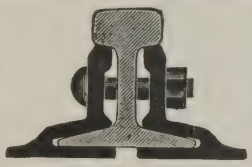

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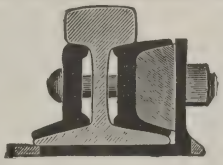

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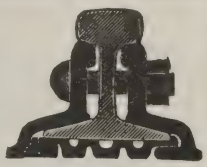

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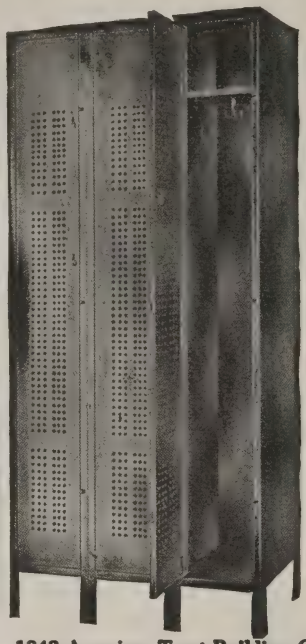

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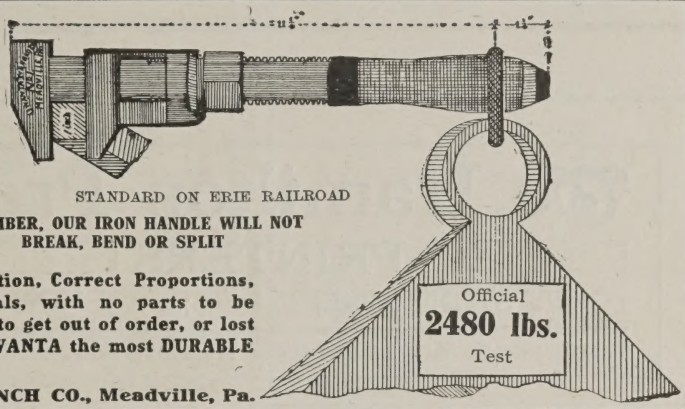

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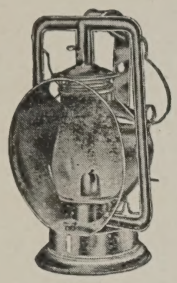

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